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INCORPORATING
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GOODS FOR EXPORT

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this paper should not be taken as indicating that they are available for export

NOTICE TO SUBSCRIBERS

Consequent on further paper rationing, new subscribers cannot be accepted until further notice. Any applications will be put on a waiting list which will be dealt with in rotation in replacement of subscribers who do not renew their subscriptions

POSTING "THE RAILWAY GAZETTE" OVERSEAS

We would remind our readers that there are many overseas countries to which it is not permissible for private individuals to send printed journals and newspapers. The Railway Gazette *possesses the necessary permit and facilities for such dispatch.*

We would emphasise that copies addressed to places in Great Britain should not be re-directed to places overseas

REDUCTION IN SIZE OF PAGE

To economise in paper our readers will observe a slight reduction in the size of The Railway Gazette *in that the size of the page has been reduced from 9 in. × 12 in. to 8½ in. × 11½ in. The type area of the page remains the same, namely, 7 in. × 10 in., but the surrounding margins have been reduced. This of course detracts from the appearance of the paper, but is one of the exigencies of the war*

TO CALLERS AND TELEPHONERS

Until further notice our office hours are:
Mondays to Fridays 9.30 a.m. till 4 p.m.
The office is closed on Saturdays

ANSWERS TO ENQUIRIES

By reason of staff shortage due to enlistment, we regret that it is no longer possible for us to answer enquiries involving research, or to supply dates when articles appeared in back numbers, either by telephone or by letter

ERRORS, PAPER, AND PRINTING

Owing to shortage of staff and altered printing arrangements due to the war, and less time available for proof reading, we ask our readers' indulgence for typographical and other errors they may observe from time to time, also for poorer paper and printing compared with pre-war standards

What About Christmas?

WITH only six weeks to elapse before Christmas, no announcement has been made, and no guidance has been given, as to travel facilities which will be available, or as to the Government's wishes as to the observance of the holiday. No indication has been given as to whether the railway companies will be permitted to run any extra trains or to whether, indeed, by the time Christmas is with us any of the further curtailments in passenger facilities, about which the Ministry of War Transport has hinted more than once, may have been brought into effect. There can be no doubt, of course, that at this season of the year the demands on the railway companies are particularly heavy, that they are still growing, and that the operational side of the railways is greatly hampered by such factors as the blackout and bad weather. In the circumstances of the times there may be good grounds for suggesting that on this occasion it might be as well to forego the Christmas holiday altogether, and certainly to avoid, so far as possible, the placing of any inducements in the way of those who might travel. This year Christmas Day falls on a Friday, so that there is the obvious prospect that many may be tempted to travel by reason of the long weekend that they may hope to secure. Last year there was a similar lack of warning to potential travellers as to the facilities to be provided and although fortunately, in fact, travel was very light, it was a matter of luck rather than judgment on the part of the authorities. The experience of holiday travel at various seasons of the year since the outbreak of the war, is certainly not conducive to complacency, and lends support to the view that it is highly desirable that in matters of this kind early action should be taken by the Ministry. To defer the necessary steps may well result in their object being nullified by reason of the fact that the public may have made its plans and refuse to change them at a belated request of a Government Department. The Ministry has decided against the rationing of passenger travel because of its complexity and its calls on manpower, but there is no reason why it should not make known in good time its desires in connection with occasions which have long been public holidays, marked by abnormal traffic.

The Goats and the Sheep

The luncheon held by the Institute of Transport on November 3, when Lord Leathers received his certificate as honorary member of the institute, was in many ways a very successful affair. There were some 300 guests, and the Minister of War Transport made an interesting speech, which was well received by his audience; a report of what he said appeared in our columns last week. Adjoining the luncheon hall, a large room was taken for the reception of the generality of the members and guests, but in these democratic days it was a matter for considerable comment among members of the institute that the Council seemed a little out of touch with the spirit of the times, and conducted its own reception of the Minister and a few of the more distinguished persons present in a separate room. The President, the Council, and the more distinguished visitors filed to the top table when the main body of members and their guests had taken their places. There would seem to be no good reason why, at functions of this kind, the more normal procedure should not be adopted of the President and Council receiving all members and guests, instead of rather markedly differentiating between the goats and the sheep. It would be a great pity, and would tend to detract from the value and popularity of functions of this kind, if the comment which was heard so freely on the last occasion was permitted to grow and to find practical expression in a diminution of attendances.

The Future of British Railway Stocks

Some conclusions relating to railway stocks in the post-war period are arrived at by Mr. W. J. Stevens, in an article he has contributed to *The Financial Times*. Mr. Stevens, after dealing with the recent historical background of the railways, concludes that the present financial agreement between the Government and the railways is better in some respects than the arrangements which were operative between 1914 and 1921. He also declares that whether the railways are nationalised, unified, or restored to their owners after the war, the right to standard revenue is fully preserved. The whole railway industry, which includes not only the managements and those engaged in the service, but also the owners, are making an outstanding and vital contribution to winning the war. At the same time, the financial arrangements based on a fixed payment by the Exchequer, yielded a handsome surplus to the nation in 1941; it may well be much larger in 1942, and if there is any room for the charge of profiteering, it certainly does not apply to the railway industry. Mr. Stevens also feels that the measure of wartime earnings will be a useful standard for post-war policy. It has been proved that standard revenue can not only be

earned but more than earned. Although the present payments to stockholders are far from generous, on a broad view their rights are protected for the future.

Overseas Railway Traffics

The abnormal rise in working expenses shown in the reports for the past financial year has recently overshadowed the Argentine railway situation, but the advance in receipts goes on and each of the six British-owned companies is now, at the end of the 18th week of the current financial year, on the right side to that extent. In the 17th and 18th weeks the increases have been £18,000 on the Buenos Ayres & Pacific, £61,440 on the Buenos Ayres Great Southern, £3,600 net on the Buenos Ayres Western, and £18,549 on the Central Argentine. To date the Argentine North Eastern traffics are £26,328 up, and those of the Entre Rios have improved by £12,108. Within the past few weeks the decreases in San Paulo (Brazilian) receipts have nearly been overtaken, and the shortage at the end of the 43rd week of 1942 is only £2,952.

	No. of week	Weekly traffics £	Inc. or decrease £	Aggregate traffic £	Inc. or decrease £
Buenos Ayres & Pacific* ...	18th	87,900	+8,700	1,529,940	+151,140
Buenos Ayres Great Southern*	18th	171,540	+32,400	2,386,740	+117,360
Buenos Ayres Western* ...	18th	61,680	+5,640	889,500	+2,880
Central Argentine*	18th	125,034	+12,366	2,179,851	+193,734
Canadian Pacific	44th	1,513,200	+21,000	41,985,200	+5,978,400

* Pesos converted at 16⅔ to the £

Aggregate gross earnings of the Canadian Pacific Railway for the first nine months of the year 1942 amounted to £37,425,400, an increase of £5,734,000 in comparison with the corresponding period of 1941, and the aggregate net earnings of £6,401,200 showed an improvement of £455,600.

Entre Rios Railways

Better cereal crops and increased transport of cattle, fruit, and building materials were the chief causes of the advance in gross receipts in the year to June 30, 1942. On the expenditure side the company had to face the high cost of all materials, particularly that of fuel, which alone cost £140,000 more than in the pre-war year of 1938-39. Shortage of coal and oil fuel was made up gradually with firewood secured from the forests in Corrientes and Misiones, and the management is to be congratulated on its skill in meeting the operating difficulties caused by the use of wood fuel.

	1940-41	1941-2
Passengers	607,321	584,785
Goods, tons	668,632	828,149
Train-kilometres	2,447,850	2,705,108
Operating ratio, per cent.	88·73	82·20
	£	£
Passenger receipts	191,177	196,218
Goods receipts	521,788	651,976
Gross receipts	989,384	1,199,920
Working expenses	877,889	986,383

Exchange losses and differences were again a heavy burden, having risen from £34,176 to £61,494. The increase of income from the low figure of the previous year, however, has enabled the company to pay another 12 months' arrears of interest on the £1,505,000 of 4 per cent. debenture stock, and a further 6 months' arrears will be paid shortly.

American Rails in Great Britain

In various parts of the country rails of unusual length are now in service as the result of the use of American 39-ft. rails of the 95-lb. R.B.S. section, of which 100,000 tons arrived in this country early in 1941, and a further 40,000 tons at the beginning of the present year. At first this tonnage was stored against emergencies, but a considerable proportion was subsequently released. These rails may be noted in various places, especially on the L.M.S.R., where they have been laid as far north as the Aviemore—Inverness section of the Highland line. Some of the American rails on the L.M.S.R. have been welded as pairs and laid as 78 ft. rails; a few are in 117 ft. lengths, composed of three sections welded. Of the 39-ft. rails, it takes almost exactly 34 to make one quarter-mile, and 17 of the 78 ft. lengths. Some of these American rails in use on the Southern Railway were examined last summer by about 50 members of the London section of the Permanent Way Institution, at the invitation of Mr. G. Ellson, Chief Engineer, Southern Railway. The up and down through roads at Putney have been laid with these American 39-ft. rails welded into lengths of 117 ft. at the Southern Railway Welding Depot at Coulsdon.

Telling Them

To the observant traveller who is compelled to make frequent long-distance journeys by train in present conditions it is clear that some at least of the overcrowding which causes third class passengers to stand in corridors or to commandeer first class seats arises from unequal distribution of passengers in the trains rather than from inadequate seating accommodation. This applies particularly to down expresses from London. With few exceptions, these start from platforms to which entry is obtained only at the rear end of the trains; generally, therefore, the trains fill from the rear, and other than at times of exceptional pressure, their passenger loading tends to thin out toward the front. As a result, when intermediate stops are reached at which large numbers of passengers join, unless (as occasionally happens) steps have been taken by station staffs to advise waiting passengers where the most room will be found, many trains become packed to standing at the rear although plenty of seats are still available in front. Trains which have their limited first class accommodation concentrated at the rear, or London end—a common practice on one railway—are those particularly subject to the invasion of first class compartments by third class passengers, due to overcrowding of the adjacent thirds; and the entire reversal of such formations, with transfer of the first class to the country end, is worth consideration. Apart from this, however, surely the public address system now installed at so many terminals and junction stations, might be put to good use in this connection. To the announcement of the destination and intermediate stops of an approaching express it would be a very simple matter to add "You will find more room in the *front* of the train"; many a passenger would have cause to be grateful for having received so useful a piece of advice.

Dictatorship

The remarkable powers of compulsion possessed by individual State legislatures in the United States are well illustrated by a somewhat high-handed action taken recently by the New York State Public Service Commission. It will be recalled that earlier in the year this body took action to compel the New York Central System to improve the timekeeping of incoming trains on its principal main line from Buffalo to New York, and that in consequence the railway company both altered its track layout and signalling over certain congested sections, and also increased the schedules of the trains principally at fault by from 10 to 15 min., to ensure the strict punctuality to which Americans are accustomed. Such State action was doubtless considered as sufficiently in the public interest to be justifiable, even in war conditions. Now the commission has ordered the N.Y.C. to build a new passenger and baggage station at Dunkirk, N.Y., 41 miles west of Buffalo on the Chicago main line, at the railway company's sole expense, and at a location which the commission will approve as meeting public needs. It is remarkable indeed that at a time when Americans are being urged to put the whole of their energies into war production, it should be possible thus to compel a railway to divert its labour and materials into the carrying out of a routine improvement which might surely wait until the war is over. The same applies to some much larger and more costly schemes which the citizens of St. Louis are attempting to force at the present time on the Terminal Railroad Association of that city, by petitions to the Interstate Commerce Commission. These not only include the compulsory removal to another site, at an estimated cost of a million dollars, of the elevated tracks of the T.R.R.A., because they spoil the beauty of the water-front on the west bank of the Mississippi, but also the building of a new Union Terminal in East St. Louis, to replace the present Relay Station, which is held to be antiquated and inconvenient.

Intensifying Wagon User

Mercantile sections of the community in all the principal countries at war have been familiar for a long time with the frequent importunities of railway administrations to ensure full loading of railway wagons, and their rapid loading and discharge. To some extent similar steps have been taken by various countries in previous wars, but it is probably not widely realised that as long ago as 1862, during the civil war between the North and South, the United States Federal Military Authorities ordered that "all cars must be unloaded and returned immediately. They must not be detailed for use as store houses." At the present time the principal campaigns for quick turn-round of railway wagons are in Great Britain, the United States, Germany, and Italy, and in all four countries slogans have been adopted for publicity campaigns. In the United States these range from such typical American verbiage as "Billions for Defence, but not a bean for demurrage" to the terser injunctions "keep 'em rolling" and "unload this truck P.D.Q." The Reichsbahn appeals are to patriotism, and, like many German injunctions, tend to be statistical. Thus, the capacity of one wagon is described as providing 8 days' supply of potatoes for two thousand families; carrying steel for one

thousand grenades; or providing 120 fighter aircraft hours against the enemy. In addition to endeavouring to secure rapid turn-round, the principal belligerents have authorised increasing the loading of some or all types of railway wagons to figures in excess of their normal weight capacity.

Double Green on the Boston & Maine

In replacing its two position home and distant automatic signalling, in use now for many years, by colour lights the Boston & Maine RR. has adopted what may be termed the standard speed signalling aspects fairly generally met with on the leading railways, especially in the east, including the fourth aspect, but with one difference. The high-speed automatic block indication is given by two green lights, not green over red, the practice adopted on the lines which follow the original Pennsylvania plan, put forward when speed signalling was first advanced as suitable for American conditions generally. The Boston & Maine has found that with green over red the driver is liable to see the latter light first and not the complete indication. We would prefer the Boston & Maine arrangement and would have expected it to meet with more favour than it has in the U.S.A. The Boston & Maine made much use of acetylene lamps in its semaphore automatics and was one of the few lines on which automatic signals were put back to danger in sight of the driver; this no longer obtains.

Locomotive Boiler Pressures

The general trend of the steam pressures carried by locomotive boilers has been for some time upward and for orthodox boilers as distinct from special high- and super-pressure boilers here and abroad has now reached a figure not very far short of 300 lb. per sq. in. This results in improved performance by raising the boiler potential and is also reflected in the increase it brings about in the tractive effort figures. As is only natural, higher boiler pressure makes it necessary to strengthen the construction and provide against added stress in the domain of the firebox and staybolts, but with the modern locomotive boiler designed for high-steam pressures there is little or nothing to apprehend on the score of insecurity in this latter direction. The boiler of an express locomotive that has been rebuilt in India is noteworthy as having the relatively low pressure of 180 lb., and during the discussion which followed the reading of a paper on the subject at a meeting of the Institution of Locomotive Engineers at New Delhi a speaker asked for enlightenment on this, as other engines on the I.R.S. had, he said, a working pressure of 210 lb. The author in replying stated that it was originally intended to increase the boiler pressure to at least 210 lb. per sq. in., but as the indent for the boiler had been placed already, and as the price for one boiler, with higher pressure, was greatly in excess of that for a standard boiler with 180 lb. pressure, it was decided to use the boiler as ordered.

Diesel *versus* Steam

In many of the comparisons which have been made of the relative costs of diesel-electric and steam propulsion, scant notice has been taken of certain conditions which have favoured the newer competitor. For example, for most of its history to date the steam locomotive has been regarded as a kind of maid-of-all-work, expected to handle a great variety of duties, and built in classes rather than in units to provide an ample margin of power against contingencies. Diesel passenger locomotives, on the other hand, for the most part have been ordered as units for use on specific trains, in the haulage of which they will work throughout at or near their rated capacity, and therefore with maximum efficiency, and on which, with adequate servicing arrangements at both ends of their runs, their percentage of availability is likely to reach its maximum level. Utilisation of diesel power for shunting and long-distance freight work has raised different problems, but in the shunting realm maximum availability, in some cases exceeding 95 per cent., has not been difficult to secure, and by careful rostering of the freight diesels—alternating freight with passenger service if necessary—it has been possible again to secure the mileage required to justify the high cost of the diesel equipment, and so to make a good financial showing. The pressure of present circumstances, however, has shown that the steam locomotive is capable of a far greater percentage of availability than had previously been considered possible. In earlier years the boiler and the firebox were the main factors in the unreliability which demanded lengthy servicing periods at the end of each run, and an ample reserve of units in case of need, but attention to locomotive feed water and other sources of weakness has effected a considerable improvement. The weekly mileage of such locomotive classes as the L.N.E.R. and L.M.S.R. Pacifics, almost all in maximum load conditions, provides striking evidence of present-day possibilities of steam in this country.

Railways Wrongly Criticised for Wasting Fuel

CRITICISM of the railways takes many and different forms and generally speaking much of it is founded on wrong premises put forward by people without the necessary knowledge to enable them to discriminate between cause and effect. The indictments are levelled with seeming impartiality at the different departments of the railways, alleging shortcomings on the part of the operating and locomotive departments and, indeed, the general management of the system as a whole. Many such complaints reach us and although relatively few of them are worthy of serious consideration there are occasions when it may be desirable to bring to light assertions which, especially in present circumstances, are unjust and may be harmful if allowed to circulate without refutation. An indictment of this character recently brought to our notice, took the form of an attack on the locomotive departments of the railways which centred in the allegation that systematic waste of coal is allowed to go on unchecked, and this at a time when a fuel economy campaign is in full swing. Observation at terminal stations, it was stated, showed that little or no attempt is made by locomotive firemen to handle the boiler so as to avoid frequent lifting of the safety valves and consequent blowing off of steam both on the way from the shed and during the period of waiting before the train is due to start. An enormous waste of coal and steam was in the aggregate said to result from this cause and it was further alleged that no concerted effort is made to curtail the emission of smoke in large volume from locomotive chimneys, even to the point of the occasional throwing of cinders, practices that can have no other than a deleterious effect on the comfort and health of the community. Comparisons were drawn between locomotive and marine conditions of operation in which it was claimed that steamships show to great advantage in that no waste of fuel is apparent by blowing off steam nor are large quantities of smoke emitted whilst the vessels are stationary.

The answer to these assertions is not far to seek. To begin with, the conditions ruling in marine and locomotive practice are totally different. In the first place no marine power plant is called upon to exert maximum effort as in the case of a locomotive engine from the moment of departure. The ship must usually proceed cautiously at half or quarter speed down a narrow estuary or river for the first hour or more of its voyage. In the meantime the propelling effort, which varies with the square of the speed, will be only about one-sixteenth or one-quarter of normal. It is thus perfectly feasible to start off with the boiler pressure well down and only a part of the whole boiler installation in operation. Many liner boilers are, moreover, of the oil-fired water-tube type, the steaming of which can be rapidly varied to suit conditions by merely turning oil burners on or off. No such rapid adjustment is possible in a coal-fired locomotive boiler with a fire that takes considerable time to develop to full intensity and as much time to burn itself low. More careful observation of locomotive handling at terminal stations will often show that very great skill is displayed by firemen in timing blow-off to occur at the safety valves almost on the very instant of the departure of the train. Disappointed in his expectations of a punctual start a fireman has only one way of suppressing blowing off, and that is by introducing feed-water into the boiler through the injectors, which is not generally possible because a locomotive about to pull a heavy train will always be standing with a well-filled boiler to avoid having to use injectors during the period of heavy steam demand when the train is being got under way. This is especially the case when, as at Liverpool Street and at Euston, considerable rising gradients have to be faced immediately after starting.

Black smoke is commonly observed issuing from the funnels of small steamers, but not very large oil-fired ones. Here again the locomotive firemen generally manage very well, though it is humanly impossible to prevent small periods of smoke emission when coal is first thrown on to a fire; until the lumps are warmed through combustion is necessarily incomplete. Observation shows that smoke formation lasts only a few seconds when a good fire is being replenished, though when a poor fire is being drawn up by means of the blower there may be more smoke. Critics apparently want the best of both worlds. They expect locomotives to stand with good smokeless fires which are potent steam raisers, and yet not blow off steam. Cinders and sparks are rarely thrown by modern locomotives, even when working hard, due to the scientific blast and smokebox arrangements, though admittedly a bad bout of wheel slip may lift the fire at some point and lead to a small amount of cinder throwing. The work of managing a locomotive is so arduous that unless it is done properly and with due regard to fuel and steam conservation it would be well beyond the capacity of a two-man crew Anyone shovelling upwards of 30 cwt. of coal an hour

into a locomotive firebox to enable the engine to perform the work required of it is not likely to add wilfully to his labours by needlessly making smoke or raising steam to blow to waste.

The Wartime Functions of Road Haulage

ON September 6 the Minister of War Transport, in the course of a statement to the press, said in relation to goods road motor transport: "Because of the need to save motor fuel and rubber, road transport must, under present conditions, be regarded as a supplement to the other forms of transport, to be used only when they cannot meet demands. At present the road haulage industry is not working anywhere near to capacity, but the calls on it are expected to increase substantially when winter comes. This form of goods transport, by reason of its flexibility, is less vulnerable to attack than rail. It forms the indispensable war reserve of the whole transport system, and must be ready to carry increased loads not only in the winter months, but also in every emergency. The problems before the Minister are how to maintain this reserve in a healthy condition when not fully employed, and how to provide suitable employment for drivers without losing their services in time of need. These are considerable problems, to which a great deal of thought has been given, and it is hoped before long to announce the solutions proposed." These remarks apply with particular force to the longer distance vehicles, which are great consumers of both fuel and rubber. On the other hand, they constitute an indispensable reserve on which the country must rely to remedy any insufficiency, whether due to enemy attack or otherwise, in other forms of transport. Since the outbreak of war, the Regional Transport Commissioners have carried out the difficult task of securing considerable economies in fuel without serious detriment to the number of general haulage vehicles available, but the time has now come when the longer distance vehicles are to be allowed to run only where they are loaded with essential goods which must travel by road. The rigorous application of this policy necessarily involves a control of the traffics which they carry, and of the movements of the vehicles themselves. It will entail the laying up for longer or shorter periods of vehicles which are from time to time surplus to demand. The means which will be adopted to secure the necessary control, and to maintain temporarily surplus vehicles ready for service, are outlined in a news article at page 475.

Generally, it is intended to control the long-distance carriage of goods solely in accordance with the war requirements. During the initial stages the control will apply to goods conveyed for distances of 60 miles and upwards, but it may be extended later to shorter distance traffic. While so far as can be foreseen the control will remain in force for the period of hostilities, it is hoped that in every case it will be based on a voluntary agreement with the operator concerned on the financial basis set out under the heading "Financial Arrangements." As it is intended that the great bulk of long-distance road traffic should be controlled, the operators concerned will have every incentive to join, and the exercise of the Minister's powers of compulsion should not be necessary. The control may be extended later to shorter distance traffics. It is felt that the haulage industry, which has rendered great service to the country during the war, will probably consider the scheme a fair one, having regard to the growing uncertainties with which it is faced by reason of the fuel and rubber situation. Owners of controlled vehicles will keep their business identities, and will continue to maintain their own vehicles and employ their own drivers. Some haulage companies are to be hired as a whole by the Ministry of War Transport and these will be known as controlled undertakings. Their remuneration will be on the basis of a guarantee of the net profit of the undertaking for the average of any two accounting years selected by the operator within the period January 1, 1935, and December 31, 1938. The selection of these controlled undertakings will be made by the Minister of War Transport with the advice of the Regional Transport Commissioners, and firms should not apply to become controlled undertakings. In respect of firms other than controlled undertakings, vehicles will be hired on the basis of a fixed schedule of rates. The Minister of War Transport met the members of the Standing Joint Committee and the Road Haulage (Operations) Advisory Committee on November 2 and outlined the Government's plan for the establishment of this new road haulage organisation. Undoubtedly it has caused disappointment to some section of the road haulage industry, partly because the industry had not been consulted, and partly because some of the more individualistic sections of opinion in the industry, such as certain persons connected with Associated Road Operators, dislike any form of Government control even to meet wartime difficulties. On the other hand, the general feeling of the road transport industry seems to be expressed by a statement of the British Road Federation that "the sternest necessity alone could have compelled the severe restrictions of the use of road transport now disclosed in the Minister of War Transport's plan. The degree of necessity is known to Lord Leathers and his principal advisers." In general the scheme seems to be receiving the acceptance of the road transport and industrial communities on the grounds of inescapable necessity. The Minister of War Transport has stated that the scheme is strictly a wartime measure, intended to maintain the industry in an efficient condition as an essential reserve of transport available in time of need, and, although there can be no doubt that any enforced organisation of an industry—to meet wartime needs or otherwise—undoubtedly facilitates subsequent "rationalisation" or nationalisation, the present scheme is designed to last for that undefined duration called "the period of hostilities."

The vehicles comprised in the scheme will belong to general carriers but "C" licence holders are directly affected in more than one way. As Lord Leathers said at the Institute of Transport luncheon on November 3, "steps already taken to achieve the very difficult task of rationalising retail distribution have so far resulted in saving more than 8,000 vehicles formerly engaged in retail delivery. The result is that, except in a few specialised fields, there is more road transport available than traffic for it to carry." Zoning distribution of nearly all staple commodities has also had a profound effect on the operations of "C" licence holders. Now, as part of the general campaign for economy in the consumption of fuel and rubber, the Regional Transport Commissioners are reviewing the work of traders' motor vehicles with a view to reducing empty or light running. Long distance traffic of this kind will be transferred to controlled vehicles, where this will result in economy. Where such transfers to hauliers of a certain kind of traffic now carried by "C" licence holders in their own vehicles renders such vehicles idle, and it is desired to keep the vehicles in reserve, an allowance for the interest on capital and necessary overheads will be paid by the Government. This principle once adopted may become of even greater importance to "C" licence holders if and when the new control is extended to include shorter distance traffic and other classes of movements which are excluded from the scheme at the present time.

A National Policy for Industry

A NUMBER of the foremost industrialists in this country, all of them men whose names command respect and who are representative of a broad section of the commerce of Great Britain, have put their signatures to a remarkable statement* of policy which has just been issued. This statement, by reason of its sponsors, as well as because of the importance of the matters on which it touches, must be adjudged an outstanding contribution towards the re-orientation of industry in the post-war years. It is perhaps not too much to say that never before has there been placed on record so authoritative a contribution towards the formulation of a basic policy for the future of industry. Although the signatories emphasise that they are essentially concerned with manufacturing industry, and that the present statement is preliminary only, nevertheless it makes clear for the first time the considered opinion, on broad lines, of an extremely influential and responsible section of industrialists, of the steps which will have to be taken to ensure the future of this country as a great manufacturing State. No doubt there will be some who will not agree with certain of the premises or with some of the arguments advanced; that must be the inevitable lot of any programme which affects so intimately, and at so many points, the life of the nation. There can be no gainsaying, however, that at this juncture, when the attention of so many is rather vaguely turned towards the future, those who have formed and issued this statement of a national policy for industry have undertaken with courage and foresight an enterprise which cannot fail to be of great value.

It is opportune that so large a body of men of first class practical experience should declare trenchantly and without equivocation that the system of private enterprise should not be abrogated, and that in its view State ownership and operation is a system that will not succeed if applied generally. It is pointed out, as has so often been done in these columns, that State ownership implies management by the Civil Service, which was not designed, and is not trained to give the type of service required for the management of industry in general. It is recognised that Government control is necessary and possible in wartime, when the resources of the country are concentrated on a single objective, but those who are responsible for the statement declare unhesitatingly that its extension into times of peace, when industry has to meet an immense variety of continually changing needs, would be wasteful, clumsy, and destructive of development and initiative. The management of industry requires imagination, initiative, and an urge to lead in

* "A National Policy for Industry." Secretary to the group of industrialists is Mr. A. R. Smith, c/o, Messrs. Thomson McLintock & Company, 101, Cannon Street, E.C.4.

technical development. It calls for willingness to accept responsibility and risk, the ability to give quick decisions and the incentive to eliminate waste and achieve low costs of production. State ownership with Civil Service control cannot be adapted to bring out these qualities. Moreover, there would be no effective appeal against inefficiency; on the contrary there would be the danger of industry becoming the plaything of party politics. For these reasons it is believed that any great extension of State ownership and operation to industry would so injure efficiency as to be a national calamity. It is recognised that great changes will have to be made in industry as elsewhere after the war, and it is urged that if these changes are to be effective in producing genuine and permanent improvement, they must be evolutionary and practical rather than revolutionary and abstract.

The sponsors of the statement recognise that the days are long past when British industry could sell its products abroad easily by reason of its initial lead in industrial development, and also that it is a matter of the highest importance that this country should earn its fair share of world trade in manufacture. They look for closer organisation within industry itself, and state that one of their aims is to assure to the consumer the full benefit of constant technical progress reflected in higher quality, or lower prices, or both, while at the same time establishing greater economic security for all. It is considered an essential condition of progress that the relations between industrial undertakings, between different industries, and between industry as a whole and Government, should be more fully and comprehensively organised in some form of permanent association, and an outline is given of the method by which this might be achieved by means of associations and a Central Council of Industry. Consideration is also given to such matters as collaboration with the trade unions, provision for employees as to equality of opportunity, minimum basic wages, insurance against unemployment, pensions, and so forth. At this juncture it has been possible to deal only briefly with some of the matters raised in the statement of policy; the whole of it deserves careful consideration. The detailed statements to be issued to amplify and illustrate the general principles which have been outlined will be awaited with interest, but in the meantime, the preliminary statement will prove an excellent basis for constructive discussion.

Central Argentine Railway

THE improvement of £536,932 in the gross receipts during the year ended June 30, 1942, was more than offset by an advance of £617,217 in working expenses, so that net earnings were £80,285 lower. Exchange differences of £506,651, against £502,532 in the previous year, further reduced the net receipts to £366,042. Accordingly, no payment of interest has been possible on the debenture stocks and notes affected by the scheme of arrangement of November 21, 1940, and the final result of the year's working is a debit balance of £868,106, which, added to the debit balance of £797,643 brought forward, leaves a total debit balance of £1,665,749 to be carried forward. Passenger traffic receipts have improved by £176,753, and, notwithstanding the fall of £651,499, or 58·8 per cent., in earnings from the transport of wheat to the ports, the net increase of £263,462 in goods receipts as a whole is satisfactory in so far as it indicates an advance in takings from most other commodities except petroleum and naphtha. Earnings from livestock were £121,593 better. Some operating figures are given in the following table:—

	1940-41	1941-42
Passenger receipts	£2,089,673	£2,266,426
Public goods traffic, tons	5,443,534	5,721,855
Public goods traffic receipts	£4,607,107	£4,870,569
Livestock receipts	£325,120	£446,713
Gross receipts	£7,927,119	£8,464,051
Working expenses	£6,974,140	£7,591,357
Net earnings	£952,979	£872,694
Operating ratio, per cent.	87·98	89·69

The increase in working expenses was due almost entirely to the higher cost of materials, fuel, and freight, and to the suppression of salary and wage deductions since April 1. The fuel bill, which in 1939-40 was £741,817, and in 1940-41 was £1,213,988, rose still further to £1,414,535. Although the company was granted as from April 1, and for a period of 12 months, an increase of rates to the extent of 10 per cent. on goods and livestock and 5 per cent. on passengers, this measure was accompanied by provisions which to a large extent nullify its value to the company. The proceeds of the increased rates are to be applied, first to suppressing the deductions from wages and salaries which have been in force in one form or another for some eleven years, and secondly to making up the company's contribution to the pension fund to the maximum stipulated by the law, and this contribution has added nearly £33,000 to the expenses. At the same time, the company has been given no easing of the working regulations, nor any greater elasticity in the wage agreements. In facing the problems of supply the management and staff have shown ingenuity and intelligent improvisation.

Buenos Ayres Western Railway

THIS company is in the comparatively fortunate position among the British-owned railways in Argentina in having cleared its fixed charges by a margin of £36,261 during the year ended June 30, 1942. Gross receipts advanced by £357,788, but working expenses at the same time increased by £269,659, causing, however, an improvement in the operating ratio. Exchange differences, on the other hand, were £70,792 higher, at £303,589.

Travel on the suburban section was well maintained, and building was active in suburban townships. Main line passenger traffics registered an advance of 5 per cent. in numbers and of 8 per cent. in revenue. There was a noticeable increase in first class travel on the suburban section, which exceeded the advance in second-class travel both in numbers and in receipts. First class receipts represented 51·15 per cent. of the total passenger receipts, apart from Government traffic. Regarding goods traffic, the demand for wheat was very restricted and despatches fell by 146,839 tons or 22 per cent. This severe drop, however, was compensated to a great extent by the heavier transport of maize for use as fuel, fodder, etc., and the quantity of this grain rose by 121,503 tons or 109 per cent. Livestock traffic increased by 1,184,679 head, or 25·32 per cent., the increase of 437,167 head in cattle despatches being principally on account of exports to Great Britain. Some operating figures are given in the following table:—

	1940-41	1941-42
Passengers	26,825,570	28,508,563
Goods, tons	2,392,191	2,550,050
Train-kilometres	9,107,000	9,401,000
Ton-kilometres	877,384,000	910,441,000
Operating ratio, per cent.	84·02	83·24
	£	£
Passenger receipts	859,271	957,793
Goods receipts	1,466,089	1,575,047
Gross receipts	3,647,090	4,004,878
Working expenses	3,064,237	3,333,896
Net receipts	582,853	670,982

Locomotive running expenses registered an increase of £135,859 or 14·31 per cent. Steam service costs were up by £133,096 or 21·18 per cent., of which £95,469 is represented by fuel, with an average issue price of £3 11s. 5¾d. a metric ton as against £3 3s. 3d. Wages charges too were greater consequent upon the increase in personnel employed on engines, in sheds, and at depots, etc., as a result of the use of firewood In the fuel situation the company has benefited to some extent from the fact that the suburban services along the main line as far as Moreno (22 miles) are electrically operated.

Leopoldina Railway

THE report for the year 1941 is in many respects encouraging. It shows a management grappling successfully with the difficulties arising from the war and receiving sympathetic treatment from the Federal authorities. Although there is still a loss on working of £205,695, after making provision for the £371,303 of liabilities for debenture interest, etc., postponed under the scheme of arrangement, this debit balance compares with the larger figure of £263,315 in the year 1940. Gross receipts for 1941 in sterling showed an increase of £163,505 or 13·29 per cent., and receipts in currency were 16·86 per cent. higher. Working expenses advanced by £104,568, or 9·32 per cent., in sterling and by 13·37 per cent. in currency, so that the operating ratio improved. Gross receipts benefited from the various changes in rate classifications approved by the Government during the year, but in addition thereto traffics in practically all categories have shown an upward trend. It is estimated that the improvement in gross receipts was derived to the extent of approximately 52 per cent. from a greater volume of traffic and 48 per cent. from higher rates in force. Coffee traffic, the one-time predominating source of revenue, produced increases of only 6,345 tons and £17,850. Some operating figures are given in the accompanying table:—

	1940	1941
Miles open	1,918	1,918
Passengers	26,804,068	29,135,685
Goods and livestock, tons	1,769,581	2,018,405
Operating ratio, per cent.	91·17	87·97
	£	£
Passenger receipts	348,281	372,529
Goods and livestock receipts	728,454	873,782
Gross receipts	1,230,478	1,393,983
Working expenses	1,121,784	1,226,352
Net earnings	108,694	167,631

The increase in expenses is largely attributable to the constantly increasing cost of fuel, with increased consumption because of traffic demands and varying quality of fuel supplies obtainable. Expenditure on fuel in 1941 showed a rise of 43·3 per cent. The proportion of imported fuel consumed to that of cheaper local origin was 37·3 per cent. against 31·8 per cent. in 1940, and local supplies were more difficult to obtain. The adjustment of wage scales consequent upon the increased cost of living also accounted for part of the higher expenditure.

LETTERS TO THE EDITOR

(The Editor is not responsible for the opinions of correspondents)

Train Services of 1880

21, Mansfield Road,
Reading. Oct. 27

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—With reference to your correspondent's letter in your October 16 issue—after the Hammersmith—Studland Road line was put in, the Midland commenced a service to St. Pancras—Earls Court, the Midland engines and coaches terminating there. Connecting trains to Mansion House were the ordinary District Ealing—Richmond ones, or in a few cases, L.N.W.R. through trains, thus completing the St. Pancras—Mansion House service as shown in *Bradshaw*; this I have carefully checked up, by a W.T.T. of 1879. There were 15 trains in each direction between St. Pancras and Earls Court in 1878-9, and they seem to agree, with the *Bradshaw*, except that the number was then (in 1880) reduced to 8 each way—apparently the service ceased in the '80's as none was running in the '90's as a regular thing. I am very interested in the old services in the London area and should be glad to hear from any like-minded person. There was, for example, a through service, L.N.W.R. Willesden—Waterloo in 1878 and a Midland, Childs Hill—Gunnersbury in 1895.

Yours truly,
NORMAN H. BAYLEY

Railway Wagon Pool

"Ridgemede," Marske Mill Lane,
Saltburn-by-the-Sea. Oct. 30

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Referring to page 387 of THE RAILWAY GAZETTE dated October 23, will you be good enough to allow me space to engage in some of the points mentioned?

It is stated that when railways themselves deal with the wagons at their terminal points the rate of turn-round is much faster than when vehicles are sent to private sidings for discharge. I think, in fairness to an understanding of the subject, the real issue is a little obscured here and left at that leaves room for an incorrect inference to be drawn. Taking the odd wagon, or any small number of them, the probability is as your article states, but it is misleading standing alone and omits any reference to the thousands of trainloads operated of raw materials which are often in the nature of shuttle services and where, as can be shown on very simple analysis, thousands of tons and, of course, wagons, operate over short distances in trainload working of raw materials, do in fact in a great number of cases perform an average of a less than 24-hr. turn-round; the article therefore as written, gives an incomplete picture.

The point is also mentioned as to the reasonableness of throwing upon the railways the additional burden of having to bear the cost, resulting from the prolonged use of wagons in circumstances for which they have no responsibility. I submit that this is only a half statement of the case. The various Ministries have contributed a state of things, in terms of traffic, occupation of the railways—the reasons for which need not be gone into here, but which are concerned with so much traffic in the national interests, that the normal movement, *qua* the trader, is not comparable with the position as it at present should be envisaged.

Again it is referred to as an anomaly, that the traders should receive payment from the Government for use of their wagons, and at the same time be relieved of responsibility of making any payment for the undue detention of the wagons which traders are using for the conveyance of their traffic. This statement is quite wrong. Thousands of pounds are being paid in demurrage in certain circumstances and therefore the statement as printed is incorrect and should not be allowed to go unchallenged. Apart also from the railway companies charging for detention upon many of these wagons they derive a considerable amount by way of wagon hire under the railway rate for conveyance, which far exceeds the amount of the compensation paid for the wagon to the trader.

Finally, I must confess to some difficulty in understanding the suggestion that the railways do not derive any financial benefit from the increase in rates of demurrage—surely this is hardly to the point because as the article states the income of the railways is fixed under the Government control agreement; since this is so, then by the same inference any such penal payments as demurrage provided must belong to the Government.

If this statement is right, as it certainly is, then it is not understood why railway companies are held up, as I read it, as the suffering interest.

Yours faithfully,
ARTHUR C. W. IMPEY, M.INST.T.

[While, as Mr. Impey states, there are cases in which wagons working short distances in train loads are turned round in 24 hours, this does not controvert the general contention that the turn-round of wagons is quicker when they are unloaded by the railway companies than when they are sent into private sidings and unloaded by consignees. As to demurrage, very heavy sums indeed are outstanding because many traders argue that delays arose through circumstances beyond their control. Our correspondent's statement that the receipts from wagon hire far exceed the compensation paid to traders for the use of wagons, cannot be substantiated and, from the figures at present available, it is by no means certain that the receipts will exceed the compensation paid when allowance is made for the cost of maintenance, of which the owners are relieved, although the common user of the wagons has been of considerable benefit from an operating standpoint. In any case, the whole point of the article was not the financial aspect, but the necessity for the Government to take all practicable steps to secure the more expeditious unloading of wagons.—ED. *R.G.*]

Locomotive Lineaments

Carlton Club, London
Oct. 27

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—It is a disturbing experience to find oneself in conflict with such a respected and fair-minded authority as Mr. Chas. S. Lake, but I feel that his letter published in your issue of October 16 calls for a reply, as it deals with the fundamental principle in regard to locomotive æsthetics for which I am standing out.

Mr. Lake speaks of "that indefinable quality that may best be termed 'mechanical beauty'." Now I, Sir, deny the existence of any esoteric or qualified standards of beauty. Something is beautiful or it is not. It may be admirable in a hundred other ways, but if it is not beautiful according to the basic principles of art, then it is not beautiful, and there's an end to it.

Mr. Lake speaks also of "the practised onlooker." I am constrained to ask, practised in what? It is to the onlooker practised in pure æsthetics that I appeal, and I reject the "acquired taste" of the engineer in such matters because subconsciously he is judging art by the principles of mechanics, which is not legitimate.

What man, Sir, comparing Mr. Urie's 4-6-0s with Mr. Maunsell's first batch of King Arthurs, engines so similar that they are included together in the same class, can for a moment prefer the former to the latter? By a few simple external strokes Mr. Maunsell showed once and for ever what Mr. Urie might have done but had failed to do. Nobody can say that the performance of the King Arthurs was inferior to the Uries, but the King Arthurs were as full of grace as Tennyson's idylls, and the Uries—well, respect for Mr. Lake deters me from being more explicit.

The principle I am seeking to establish is that the locomotive *can* be judged as a work of art, not that it *need* so be judged. But if we submit it to such an arbitrament do not let us shrink from the conclusions of that submission.

Yours faithfully,
HENRY MAXWELL

Times of Duplicate Trains

London, N. Oct. 22

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Now that main-line train services have settled down on a reasonably systematic wartime basis, it is surely time that regular train duplications, especially when their times differ considerably from those of the advertised trains, should be inserted in the public timetables. I have frequently to travel to Paddington by the 12.43 p.m. from Chippenham, which is, or should be, the 12 noon from Bristol, due in Paddington at 2.45 p.m. On Mondays, Fridays, and Saturdays, however, passengers waiting on Chippenham platform have the dubious pleasure of seeing the Bristol train sweep through at full speed, and some time later are picked up by a second portion, which makes additional stops, and, I have recently discovered, is not even due in Paddington till 3.25 p.m. No intimation whatever is given to passengers at Chippenham that on three days out of every six they cannot even expect to reach London until 40 min. after the advertised time, and that they will be deprived of the restaurant car on which the timetable may have led them to count. On more than one occasion I have travelled with officers who have intended to catch expresses to the North from Kings Cross at 3.50 or 4 p.m., Euston at 4 p.m., and St. Pancras at 4.5 p.m., and who have reckoned on a nominal 2.45 p.m. arrival at Paddington as giving ample margin, brought in by this relief train at any time from 3.45 to 3.55 p.m.; and in some cases it is almost certain that they have missed their connections. Had they known that the real scheduled time of arrival was 3.25 p.m., they probably would

not have taken the risk. Some of these passengers have come from beyond Bristol, in the 10.10 a.m. slow from Taunton, and have had to come on by the relief as their train has been running more than 20 min. late into Temple Meads, and the 12 noon has not been kept for them. So far as Chippenham is concerned, when the Bristol express passes, it often looks as if there were ample room to accommodate the Chippenham passengers, so the failure to stop, and the lengthening of the 94-mile journey to London from 2 hr. to 2¾ hr., seem hardly justified. Occasionally this lack of information as to duplicate train schedules has the opposite effect. Recently I was travelling up from Taunton on the 4.17 p.m. train, and came by the first portion, which made neither Westbury nor Reading stops, and ran into Paddington at 7.1 p.m. instead of the advertised 7.25 p.m., apparently 24 min. early. Although this was doubtless an unexpected pleasure to many passengers—it certainly was to me—there were probably friends who had come to meet some of the passengers on the train, and who might be considerably disconcerted to find that it had come in long before they reached the station. Surely some of these wide variations from advertised times, which are in regular use by relief trains, could be made public, to lessen public annoyance with what are bound to be considered, failing suitable enlightenment, as haphazard operating methods.

Yours faithfully,
VOYAGEUR

[Some of our correspondents seem to forget that there is a big war on and that really they are fortunate in being permitted to travel at all. In our view, criticisms which would be reasonable in peacetime, become pernickety and meticulous under present conditions. Apropos our correspondent's experience on his journey from Chippenham to London by the 12 noon train from Bristol to Paddington, it is a fact that in order better to equate the traffic, when this train has to be run in two portions, the Chippenham, Swindon, and Reading stops have to be omitted from the first portion of the train. It is recognised that in certain instances where trains have to be run in more than one part, passengers from or to certain intermediate stations must inevitably be penalised by an inferior service to that advertised in the timetables, but it must be realised by the travelling public that in these days the railway companies are called upon to deal with an unprecedented heavy traffic with a greatly reduced number of trains to cater for it. The railways are permitted to run a certain number of relief trains only as circumstances render them necessary, and for this reason it has not been considered desirable to include such trains in the public timetables as it is not known, until possibly the previous day, whether the traffic warrants the duplication of any particular train.—ED. *R.G.*]

Boilers—Past and Present

Bletchley, Bucks.
Oct. 28

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Your editorial comment on the above notwithstanding, I still feel that the value of Colonel S. J. Thompson's presidential address to the Institution of Mechanical Engineers would have been enhanced by the inclusion of some reference, if only in brief, to the work of the locomotive engineer in connection with boiler design and construction. As you rightly say, the authors of these addresses, as a rule, confine themselves to those branches of engineering with which they are personally concerned, and in which they have gained their experience, and that is true in the present case; I would, however, venture to point out that the titles chosen are usually so well defined as to convey in themselves a clear vision of the confines of the subject to be dealt with, thus leaving no doubt, or room for disappointment, if matters of a seemingly extraneous character are omitted.

The title chosen by this year's President was comprehensive, "Boilers—Past and Present" and as the locomotive boiler, as all other kinds, is first and foremost to be considered as a steam generator providing the source of power required for a given purpose, it should, to my way of thinking, have been afforded some measure of recognition in a survey appearing under such a general heading as that adopted. The only reference to this phase of the subject was the one made to Stephenson's locomotive of 1815. Quite a lot of changes have occurred since then in locomotive-boiler design; the result is seen in an advanced form of construction in which increasingly high steam pressures, high-temperature superheating, improved water circulation and boiler feed methods, carefully disposed heating surfaces, apparatus for assisting the fireman in handling the coal, together with other forms of equipment are among the principal features of a unit in which, on British and numerous other railways, 50 sq. ft. of grate area and a boiler barrel about 6 ft. 6 in. dia. are considered advanced proportions. A locomotive engineer in planning his boiler has to work within restricted limits of size and weight, and where the latter is concerned, has had to devote much time and skill in reviewing the subject from the metallurgical standpoint. The designer of land boilers on the other hand has, as a rule, at his disposal sufficient space in all directions, and weight is of little or no consequence; indeed, generally speaking, the only limiting factor to the size of the land boiler installation is the amount of work required from it. Then again the demand on the locomotive boiler is a greatly fluctuating one, hardly the same for any length of time in the course of a run, and dependent on many and varying circumstances, governed in turn by the conditions of service upon which the engine is engaged. In spite of all these difficulties, locomotive engineers in this country have provided boilers capable of reaching an evaporation of 30,000 to 33,000 lb. per hr., a rate which compares favourably with any other type of boiler in a proportional sense. In America where much larger proportions are employed for locomotives, evaporation reaches a much higher figure. Locomotive boilers of the multi-stage ultra high-pressure kind with numerous special features of construction represent one of the highest forms of development and engines so fitted have been referred to not inaptly as "power stations on wheels."

I would submit that these and other considerations which might legitimately be put forward, suggest that mention of them would not be out of place in an address on the subject of steam generating plant, and would have added something more of value to what, as it is, provides a very great deal of interest to engineers responsible for the task of supplying and utilising steam.

Yours faithfully,
CHAS. S. LAKE

Advertised Train Times

149, Ruden Way, Epsom Downs,
Surrey Nov. 2

TO THE EDITOR OF THE RAILWAY GAZETTE

SIR,—Your editorial decisions on railway operating matters are amazing. One example is your criticism of Southern Railway practice of publicly advertising times in advance of service times where steam trains serve intermediate stations. I would rather criticise them for not applying this sensible arrangement to their electric trains as well as the steam. So many stations have only one man (or one woman) on duty for attending to both the booking of passengers and all platform duties. Usually the booking office is either some distance from both down and up platforms or, at least, it is situated on one of two platforms with the result that some distance has to be negotiated to get to the other platform.

THE RAILWAY GAZETTE now claims that even at these small stations the member of the staff on duty should be available in the booking office for any passengers who may present themselves immediately before the train departure time instead of allowing a minute or so grace for the staff to be on the platform ready to announce and attend the train. What a hopeless policy. No consideration for the hundreds of passengers already in the train or in others dependent on its punctual running.

What a bee in the editorial bonnet is the question of first class travel on railways. I am sure no other British publication has carried such a slimy insult against members of H.M. Forces as that contained in an editorial comment in an issue of THE RAILWAY GAZETTE some months ago when it labelled as Fifth Columnists those who pressed the demand for train seats (even first class if thirds fully occupied) for our fighting men. The paragraph was so worded as to convey the idea that the men themselves were not intelligent enough to have realised the position but for the intervention of their betters.

Putting this question first of all matters dealt with in the issue of October 30, THE RAILWAY GAZETTE pathetically sums up by saying that by the abolition of first class the carrying capacity of fully-loaded trains would not be increased. What first class coach gives an equal number of seats to a third of the same age and service type?

I am, etc.,
J. W. H. BEADLE

[Our correspondent unduly flatters us by characterising our editorial comments as "decisions." We adhere to the opinion expressed in the comment referred to and would point out that the general adoption of the practice of publicly advertising trains as leaving intermediate stations in advance of the service timings would quickly defeat the object in mind, as passengers would very rapidly become aware of the arrangement. His suggestion that our editorial of May 8 carried any slur against members of H.M. Forces is entirely without foundation, as its whole point was the adverse effects likely to flow from political and bureaucratic interference with railway operation. Finally, our comment of October 30 referred to carrying capacity and not to seating capacity.—ED., *R.G.*]

The Scrap Heap

CHRISTMAS GIFTS FOR PRISONERS-OF-WAR

Every member of the staff of the Southern Railway, who has been made a prisoner-of-war, has been sent two parcels of cigarettes and tobacco; it is hoped that these will reach them in time for Christmas.

* * *

A FIRST CLASS EXCESS

In an editorial article on page 435 of last week's issue, the economies which had been estimated some years ago in coal consumption by the abolition of first class travel were given as £250,000,000, instead of £250,000. The total economies were no more than £1,000,000 a year, and in the article in which the matter was analysed on pages 442 to 444, the figures were correctly stated.

* * *

A collection of about 10,000 railway tickets issued by 243 different companies in England, Scotland, and Wales, has been left by Mr. G. F. Quartermain, of Eastcote, Middlesex, whose death at Halton is reported on page 472. Many of his tickets were nearly a century old, and told the story of enterprising little lines running to impossible places, and of lines that lived for a few months before being swallowed up in amalgamations. One, for instance, was of the Bristol & Gloucester Railway, which opened in 1844 and was taken over by the Birmingham & Gloucester Company after six months. A Great Western first class single ticket from Plymouth to London bears the words: "Issued on board the White Star liner *Titanic*." It was never used.

* * *

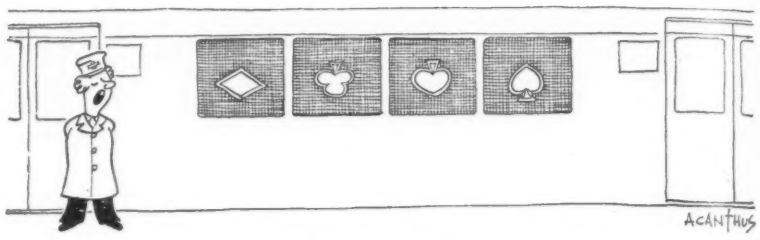
THE VIENNA ELEVATED RAILWAY

In *The Engineer* of October 27, 1882, an extract was reproduced from a then-recent issue of *The Wiener Herald* which revealed some of the trials and tribulations experienced by British engineers and financiers when seeking to promote the development of foreign countries. Fogerty & Company of London, was interested in a scheme for providing Vienna with an elevated railway, but the Gemeinderath (City Council) procrastinated over the granting of the concession to such an extent that the English company threatened to withdraw entirely from the business. The Viennese newspaper did not spare the "Fathers of the City" from a castigation for their action. It expressed its admiration for the manner in which Mr. Fogerty had persevered with the scheme in face of everything that narrow-mindedness, short-sightedness, and ambiguity could devise to thwart its execution. Every stick that could be found was, so to speak, thrown between his legs, and all his goodwill and all his readiness to comply with the wishes of the Gemeinderath were met with systematic derision instead of proper acknowledgment. At last, when the Council was almost at its wits end to devise new means of annoying Mr. Fogerty, it invented attempts at bribery in order to discredit him as much as possible. Instead of thanking Heaven that foreign capital and construction capacity was willing to carry out an undertaking which native resources left to themselves would be unable to execute for many years, the City Council, said *The Wiener Herald*, in its almost incredible ignorance had employed every means it could think of to render the undertaking impossible. The newspaper welcomed the news that the Austrian Government had decided to intervene in the matter, and, overriding the City Council, to grant Mr. Fogerty the desired concession. It would, it added, be greatly to be regretted if he decided to withdraw. "The English," it concluded, "not only bring us their good ideas, they also bring us their good money."—*From "The Engineer" of October* 23, 1942.

In the 70's—F. W. Webb (seated) and his brother, Canon Webb, Vicar of St. Paul's Church, Crewe

* * *

The Minister of Supply has issued an Order to the effect that no one "may treat, use, or consume tramway rails, except as part of a railway or a tramway track. . . ." It will probably come as something of a shock to some people to learn that there are persons who have been in the habit of consuming tramway rails. The Minister's new Order serves as a reminder that one half of the world does not know what the other half is eating. Only a short time ago the American Press was carrying stories of geophagy, that is earth-eating, and it was then stated that to many people there was nothing so tasty as a good bite of soil scooped out of the Mississippi levees. The eating of tramway rails is naturally an acquired taste. Owing to the high iron content a slice of fresh tram rail, taken, in the late spring, from a suburban track is rich in nutritive value. Served with a sprinkling of spruce sawdust and a dash of high octane gasoline it is said to be delicious. Much of the agitation against the introduction of trackless trolleys in the London area undoubtedly came from rail eaters who viewed with dismay the prospect of an acute shortage of their favourite food. During the season it was quite common for whole stretches of tramway track to disappear over night, and cases have been known of a mile of tramway cars held up while an enthusiastic rail-eater nibbled and gnawed at a raw section of track.—*From "The Scotsman."*



"London Bridge"

[*Reproduced by permission of the proprietors of "Punch"*

* * *

"SCRAPPED"

The heavy bronze nameplates of Metropolitan Railway electric locomotives are to be removed, and the metal used for scrap for the war effort. There are twenty of these engines, all but one carrying names of well-known persons. The complete list is as follows:—

No.	Name	No.	Name
1	*John Lyon*	11	*George Romney*
2	*Oliver Cromwell*	12	*Sarah Siddons*
3	*Sir Ralph Verney*	13	*Dick Whittington*
4	*Lord Byron*	14	*Benjamin Disraeli*
5	*John Hampden*	15	*Wembley, 1924*
6	*William Penn*	16	*Oliver Goldsmith*
7	*Edmund Burke*	17	*Florence Nightingale*
8	*Sherlock Holmes*	18	*Michael Faraday*
9	*John Milton*	19	*John Wycliffe*
10	*William Ewart Gladstone*	20	*Sir Christopher Wren*

One nameplate will be retained for the London Passenger Transport Board's museum of relics. In place of the heavy nameplates, the standard "London Transport" lettering will be exhibited on a board attached to the side of the locomotive. This lettering will be in gold on a red background. The locomotives are also to undergo a change of livery. The present colours—lake with a gold line and black fittings—are to be changed to London Transport standard "Service grey" with a red line between the roof and the body. The reasons for the change are that the present colours are not easy to keep clean and they are also becoming scarce. The numbers of the locomotives will be carried on a large red disc at each end. The roof will be painted with "Bauxite residue" paint. The fittings and solebars will be black and the headstocks red, as at present.

* * *

SLAPPED PASSENGERS

When two women Civil Servants jumped on a moving bus, the conductress remonstrated. They laughed, and she smacked their faces. At Weston, Bath, the conductress was fined £3 12s. 6d., including costs.

* * *

TAILPIECE

"Austerity" locomotives have been ordered by the Ministry of Supply.

He sat and watched the fields go by,
In transit north of Crewe.
His suit was sheer austerity,
His socks were short (austerity),
And not so very new.
He ate a sandwich crumb by crumb,
He sipped a wartime brew,
And murmured, "More austerity.
Is *everything* austerity—
The locomotive too?" E. C.

OVERSEAS RAILWAY AFFAIRS

(From our correspondents)

UNITED STATES

Reduced Train Services

Reductions effected in train services since the United States entered the war have been on a fairly substantial scale. They account for a total of 24,700 passenger train-miles and for 176,000 passenger car-miles daily, and have released 114 steam locomotives and 533 passenger vehicles for other service. Of the latter, 149 are mail, express, and baggage vans, 150 are coaches (the equivalent of British third class), and 204 are Pullman cars, the last-named including 63 club, lounge, tavern, observation, and other types of luxury coach. The remaining 30 vehicles are rail motor-cars. The Public Service Commissions of the various states, under pressure from the Office of Defense Transportation, are conducting a detailed study of ways and means by which this process can be continued, particularly by the elimination of overlapping train and bus services. It is for this reason that almost all the withdrawals up till now have been of slow main-line and branch trains; few of the express services have been touched, for it is realised that the benefits of rapid passenger communication over a country of such wide area justify its continuance for as long as conditions permit.

Train Service Alterations

In mid-August the New York, New Haven & Hartford Railroad put additional trains into operation for Boston season-ticket holders living in the South Shore area of Massachusetts, and adjusted schedules of existing trains in order to provide a more convenient service for passengers compelled to use the railway as the result of petrol rationing. Three more trains are scheduled daily between Boston and Braintree, and one additional train each between Boston and Greenbush, and Boston and Hingham. These additions have enabled other trains bringing "commuters" in from more distant points to be accelerated by the omission of stops. Conversely, Mr. Joseph B. Eastman, Director of Defense Transportation, authorised the Chicago, Burlington & Quincy Railroad to substitute bus services for its trains Nos. 24-27 and 28-23 between Billings, Montana, and Cody, Wyoming, during the summer, on account of the sharp decline in the Yellowstone Park tourist traffic. The round trip concerned is one of 228 miles, and the changeover released a Pacific locomotive and five coaches.

Combination Freight and Caboose Wagons

Recent enactments of the Office of Defense Transportation as to the minimum loads permissible in wagons carrying less-than-wagonload miscellaneous freight (now not less than 10 tons in a 40-ton wagon), have made more difficult the handling of small consignments. Several railways are endeavouring to meet the situation by the use of combined wagons, which at one end house a caboose, or guard's brake, and have the other end given up to merchandise space. The Missouri Pacific Railroad has gone even further than this in the use of some combination caboose-coach-box cars that were recently introduced for service in local freight and mixed trains. These have been converted from 40-ton box wagons, 36 ft. long, with steel underframes. The caboose end of each wagon has wide bay windows instead of the usual cupola, with all the usual facilities for the train crew, and, in addition, seats for four passengers. Through a doorway access is obtained to the merchandise space, which also is provided with the usual sliding doors for platform access. End platforms with steps on both sides have been fitted. Portable refrigerators, each accommodating about 3,000 lb. of perishables, also are carried on these combination wagons, which thus serve a wide range of purposes.

Improving Station Lighting

Considerable economies have been effected recently by a modificatiou of the lighting of the main hall of Washington Terminal—the main station in the U.S.A. capital. As with many other stations in America, this is a very large structure, 220 ft. long by 120 ft. wide, with a semi-circular roof 98 ft. high. In 1907, when the station was built, the hall was lighted indirectly by 151 inverted arc-lamps in the balcony alcoves, with mirrors reflecting the light on to the curved ceiling. Later on, 1,000-watt tungsten-filament lamps were substituted, with assistance from some 400-watt lamps in certain positions, and, later still, 1,500 watt and 500-watt lamps took the place of the latter, reducing both power consumption and maintenance as compared with the original arc-lamps, but making no material change in the lighting intensity. An entirely new lighting arrangement now has been brought into use. In accordance with American custom, the floor of the hall is occupied largely with long seats or "settees," each provided with a high back in the centre, and seating on either side, for waiting passengers and their friends. Fluorescent lighting now has been mounted along the tops of all these seat-backs, increasing the light at the passengers' reading level from 1 to 15 ft.-candles. The 1,500-watt and 500-watt floodlights have been reduced to 500 and 200-watt lamps respectively, which are still ample for general illumination, and in this way power consumption has been reduced by 25 kW. The cosy effect produced by the new lighting is a great asset at night, and it has the additional advantage that, if the floodlights are turned off, the shielded fluorescent lights comply with the blackout regulations.

SWITZERLAND

Budget for 1943

The ever-increasing cost of materials, and of maintenance and renewals occasioned by abnormally-heavy traffic are among the chief causes of a deficit of fr. 53,500,000 shown in the Swiss Federal Railways budget for 1943. Other contributory factors are increased staff expenditure and the revised system of depreciations to be inaugurated next year. The fr. 25,000,000 limit imposed for several years past on "construction" account cannot be maintained, due to the necessity of completing various important works in hand, and of undertaking others of an urgent nature (however prohibitive the cost under present conditions) which will enable the railways to make the best possible use of their limited material, renewal of which is becoming increasingly difficult. The "construction" expenditure is to reach fr. 31,000,000.

For traffic receipts the average figure for the years 1938-41 was taken, that is to say, fr. 388,700,000. Traffic expenses are estimated at fr. 294,400,000, of which fr. 84,400,000 are for renewals and maintenance of rolling-stock and installations, an increase of fr. 10,200,000 over the 1942 budget estimate and of fr. 20,900,000 over the 1941 expenditure.

ROUMANIA

Canal Schemes

Plans now are being evolved by the Ministry of Public Works for the post-war construction of certain inland waterways to provide a means of communication between Bucharest and the Danube, thence to the Black Sea, avoiding the roundabout course of the latter river. The scheme envisages canalising the River Dambovitsa, which flows through Bucharest to its confluence with the River Arges at Budesti, 23 miles south-east of the capital; thence the Arges would be converted into a navigable river as far as Oltenitza, where the river joins the Danube, about 40 miles (65 km.) from Bucharest. Another canal would connect Czernavoda with Tasaul, on the coastal lake some 12½ miles to the north of Constanza. It is stated that the waterway from Bucharest to the Black Sea would shorten the existing rail communications by some 156 miles, and would be navigable for vessels of up to 1,000 tons. The total cost would amount to 7,000,000,000 lei, and from seven to eight years would be required to complete it.

SWEDEN

Private Railways Results

For the first half of 1942, the Swedish private railway companies recorded earnings of Kr. 74,700,000, against Kr. 64,900,000 for the same period of last year. Earnings from passenger traffic rose to Kr. 25,800,000 and those from goods traffic to Kr. 45,300,000; expenditure rose from Kr. 48,400,000 to Kr. 57,000,000, and the surplus to Kr. 17,700,000, compared with Kr. 16,500,000 last year. After the deduction of various expenses, including Kr. 4,800,000 (Kr. 4,400,000) placed to the renewal fund, the net profit for the period January-June, 1942, was Kr. 6,300,000, compared with Kr. 6,400,000 for the same period in 1941. For the month of June, earnings amounted to Kr. 14, 700,000 (Kr. 11,800,000 for June, 1941), expenditure to Kr. 10,700,000 (Kr. 8,700,000), the surplus to Kr. 4,000,000 (Kr. 3,100,000), and the net profit to Kr. 2,100,000 (Kr. 1,500,000).

CEYLON

The Duke of Gloucester's Visit

The Military Secretary to the Duke of Gloucester has written to the General Manager of the Ceylon Government Railway, requesting him to convey to the railway staff the Duke's thanks for the excellent travel arrangements made for him during his visit to Ceylon.

Railway Goods Traffic

There has been recently a considerable increase in goods traffic on the Ceylon Government Railway, due partly to the increasing amount of merchandise arriving from India. On one occasion, so great was the difficulty of clearing wagons that the Essential Service Labour Corps, a wartime emergency organisation, had to be called in to assist the railway staff in unloading operations. Steps are being taken to secure the quickest turn-round and maximum use of rolling stock. To deal with the greater volume of merchandise arriving at Colombo, the co-operation of consignees has been sought in removing their goods on arrival and avoiding the use of the warehouse facilities normally offered by the railway. Demurrage charges have been raised.

The Seebach-Wettingen Single-Phase Experiment

Introduction of electric traction on a pioneer line

THE introduction of electric traction, on the Swiss standard 15,000 volt, 16⅔ cycle, single-phase system, on February 14, 1942, between Seebach near Zurich, and Wettingen, a distance of 19 km. (12 miles) parallel to the main Zurich and Baden line, recalls the fact that it was on this section that the initial experiments were made from 1904 to 1909, which demonstrated the possibility of using the single-phase system for main-line service and led to the decision to adopt it as standard for Switzerland. This step was largely due to the enterprise of the well-known Oerlikon concern, which had already done much to develop the high-voltage a.c. transmission system, under the direction of the late Dr. E. Huber-Stockar, who eventually left that firm in order to take charge of the general electrification of the Swiss Federal lines. At the beginning of the present century electric traction was already in use in Switzerland, on either the d.c. or a.c. three-phase system, on a few lines of local importance. On the Burgdorf—Thun line, electrified on the three-phase system in 1899, the conditions approximated somewhat to main-line working, although loads were comparatively light. The possibility of using electric traction generally was attracting attention, as water power was available and could be readily developed, and a reduction in coal imports was much to be desired.

Suggested Method

In 1902 Dr. Huber-Stockar put forward the view that the only system likely to supersede steam, in the conditions obtaining in Switzerland, was the high-voltage single-phase at low frequency, with a contact wire pressure of about 15,000 volts. The locomotives would carry rotary converters and the actual traction motors would be of d.c. type. In that year the Oerlikon works offered to electrify and work for an agreed period the Seebach-Wettingen line, at its own cost and risk, and shortly after built a locomotive on the principle just mentioned, using Ward-Leonard apparatus, which was tried on a short experimental track between the works and Seebach Station. The contact line was very simple and the current collector a plain curved rod, able to turn through nearly 180 degrees on a spindle parallel with the track. This rod normally made contact on top of the trolley wire, which was carried above insulators on straight poles at the side of the line, about 14¾ ft. above rail level, but where bridges, etc., necessitated it the wire was gradually brought over the track and carried below the insulators; the collector rod turned round until it was running under the wire. This arrangement was not satisfactory for speeds over 50 km.p.h. (31 m.p.h.) and was not used elsewhere.

The railway authorities came to terms with the Oerlikon company and the line was equipped in 1904 as far as Affoltern, and in 1906 to Regensdorf; the experimental 8-wheel 400 h.p. locomotive was put into regular use. Meanwhile, Dr. Behn-Eschenburg, of the Oerlikon Company, had produced a single-phase motor, which enabled the Ward-Leonard rotary converter on the locomotive to be dispensed with, and a second nearly similar locomotive driven by two such motors, each 250 h.p., and able to reach a speed of 60 km.p.h. (37 m.p.h.) was built. The supply frequency was initially 50, but this was now changed to 15, reducing the return rail voltage drop and the amount of interference with adjacent telegraph and telephone circuits.

The Oerlikon Company entered into an understanding with the Siemens-Schuckert works, which also had been developing single-phase equipment, to share in the work on the experimental line and a third 12-wheeled locomotive of 900 h.p. was built by them; from Regensdorf to Wettingen a catenary form of overhead line was erected, alongside the other part of the way, to carry out

Sketch map showing the line between Seebach and Wettingen, which runs parallel to the Zurich and Baden line

Electric locomotives of the Seebach-Wettingen line. The electrification of the Swiss Federal Railways system was developed as the result of the trials carried out on this line in 1904-09

comparative trials. The original Oerlikon locomotive then had the rotary converter removed and single-phase motors fitted. (Both Oerlikon locomotives had the motor truck wheels coupled).

On December 1, 1907, the railway authorities made over the regular working of the traffic to the Oerlikon Company, which carried it on for 17 months, during which period 129,000 train-km. were run; the average train weight was 128 *tonnes*. Power consumption was 510,900 kwH, or 30·5 watt-hours per gross *tonne-km*. In many respects, technical and otherwise, expectations were exceeded, and the railway authorities expressed their belief in the suitability of the single-phase system for Switzerland. Nevertheless, they did not agree to purchase the equipment. The line was not considered suitable, without expensive reconstruction of roadbed and track, for experiments with fast, heavy trains, and in July, 1909, steam working was resumed and the electric equipment dismantled, under compensation to the makers.

Valuable information, however, had been gained for the use of the commission appointed in 1904 to report on the whole question of electrification, with special reference in the first case to the Gotthard route. Meanwhile, in 1906 the first Simplon tunnel had been opened with three-phase equipment provided by Brown Boveri. This remained in use until 1930, by when it had been extended westwards to Sion (Sitten), but finally gave place to single-phase working. In 1907 a special electrification department was created. Its powers were considerably widened in 1911, and the management vested in Dr. Huber-Stockar, with the task of electrifying the Erstfeld—Bellinzona (Gotthard) section, the decision to electrify which was definitely taken in 1913; the sum voted for the work was 39,000,000 fr. The war of 1914 interfered with the plan and electric trains did not begin running on the line until 1921, but the decision was taken to electrify the whole of the Federal railways within a period of 30 years. It thus fell to the privately-owned Lötschberg and Rhaetian railways to be the first in Switzerland to adopt, in 1910 (Spiez to Frutigen) and 1913 respectively, the high-voltage single-phase system. The voltage on the latter lines, which are metre-gauge, is, however, 11,000. Since the last war electrification has been energetically pushed forward and now some 75 per cent. of the lines have been converted, at a total cost to date of over 805 million francs, and about 95 per cent. of all traffic is handled electrically. The recent re-equipment of the Seebach-Wettingen route has been effected with the usual apparatus for some time standard, but shortage of materials has resulted in certain modifications. For example, the contact-line poles are of wood instead of steel.

Otelfingen Station on the Seebach-Wettingen line

In addition to the late Dr. Huber-Stockar, the late Federal Counsellor Dr. R. Haab, Dr. A. Schrafl, some time General Manager of the Federal Railways, and Professor Wyssling, who recently celebrated his 80th birthday at Wädenswil, have been leading personalities in the progressive policy which has rendered Switzerland practically independent of imported coal for railway services. The technical development and design work for the locomotives for the Lötschberg line, which was of such fundamental importance, was carried out under the late Dr. Behn-Eschenburg.

Spanish National Railways

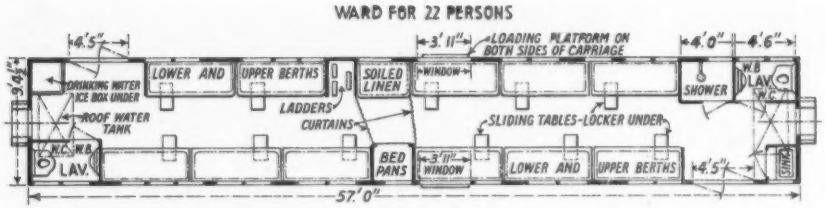
Organisation of Electrical Department

THE Administrative Council of the Spanish National Railways has approved a plan for the reorganisation of the Electrical Engineering Department, which will take over every kind of electrical apparatus used on the system, including electrical signalling equipment, telephones, and telegraphs, as well as traction, lighting, and ordinary power plants. The running of the electric locomotives will, with the management of the running staff, be part of the duties of the Locomotive & Carriage Superintendent, but all repairs will be carried out by the Electrical Engineer. Similarly the Civil Engineer will deal with the buildings, such as sub-stations and switch chambers, serving to house electrical apparatus. There are to be two principal divisions of the department, known as the Electrical Section and Electrification Section respectively, with a chief office, directly under the Head of Department, itself divided into four sections, viz.: Staff matters and accounts; designs, testing, and library; operation, technical-economic questions and statistics; material and stores.

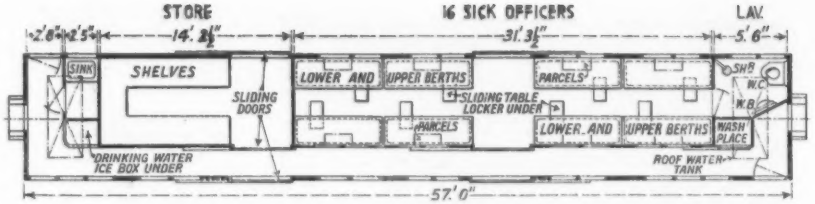
The Electrical Section will deal more especially with cabling and wiring, generating plant, signalling, telegraphs, telephones, and with the repair shops for low-voltage apparatus and all measuring instruments. The Electrification Section will have charge of the traction apparatus proper and the planning and carrying out of new electrification work. It will also have the heavy repair shops and the maintenance of high voltage equipment under its charge, as well as the local district traction repair shops. It will have four districts, and the Electrical Section will have four districts and eighteen sub-districts.

DEAD SECTIONS AS TRAIN STOPS ON THE BARCELONA "METRO."—On the Barcelona "Metro" underground line, which is worked electrically on the overhead-trolley system, is a fly-under junction not far from the Aragón Station. For facing movements the points are close to that station, and the two lines run thence parallel for a certain distance, but the converging lines from the Cataluña and Urquinaona Stations come together some way off. The Aragón Station signalman controls the starting signals at those stations by a three-position lever with track locking, which also controls, through contactor mechanism, the feed to the trolley wire sections in such a way that no train can obtain current to leave either station in rear and approach the junction unless the relative starting signal is cleared for it. As there is a rising gradient, this arrangement is, in the circumstances, satisfactory. It was often suggested in the early days of electric traction in this country, and was adopted at several crossing stations on the Italian Valtellina line, but it is obviously of strictly limited application and it cannot be compared for effectiveness and convenience with ordinary train stops.

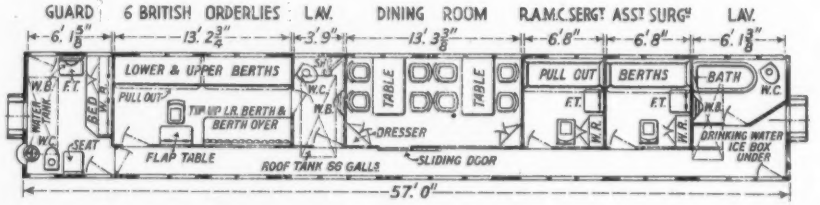
ELECTRIC LIGHT-WEIGHT RAILCARS IN SWITZERLAND.—The Swiss Federal Railways have introduced some new high-speed railcars, with Bo-Bo wheel formation, with luggage accommodation and capable of hauling an ordinary trailer car. The maximum speed is 125 km.p.h. (78 m.p.h.) and the length of buffers is 15·8 m. (51 ft. 10 in.); the total weight loaded is 50·5 *tonnes*. There are 4 motors, delivering 1,250 h.p. continuously at 93 km.p.h. (58 m.p.h.). Starting effort at tread of wheel can reach 3,900 kg. (8,599 lb.). The bogies are so constructed that the centre pin serves as a guide only and does not take any weight, the usual practice today on the Swiss lines, as this is found to give much smoother support to the coach body and diminish the effect of track irregularities. All steel welded frames are employed. The body is of very light steel construction and much of the electrical equipment is mounted under it.



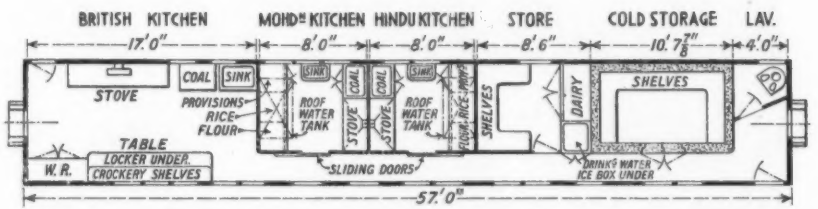
One of the seven ward cars with accommodation for 22 stretcher cases



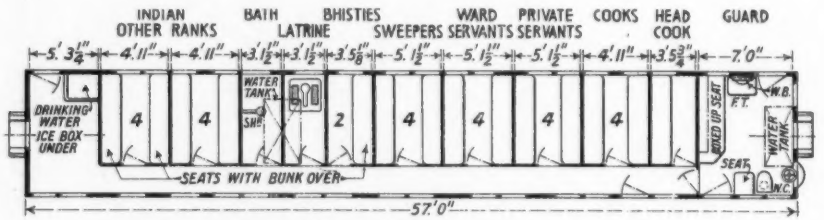
Sick officers' and store car which provides room for 16 officers



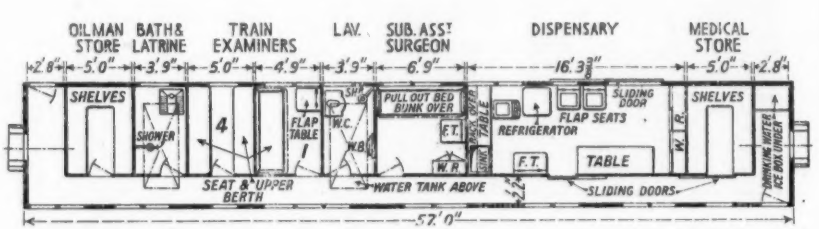
Officers' car, with dining room for eight, and sleeping quarters for an assistant surgeon, a sergeant, and six orderlies



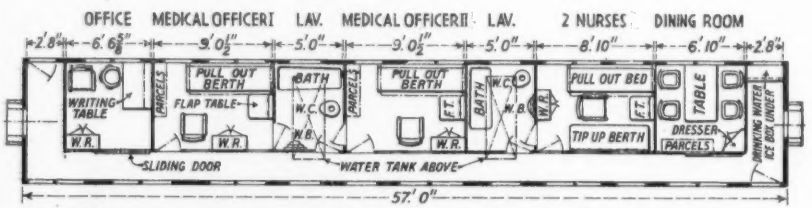
Kitchen car, fitted for preparing food separately for Europeans, Mohammedans, and Hindus



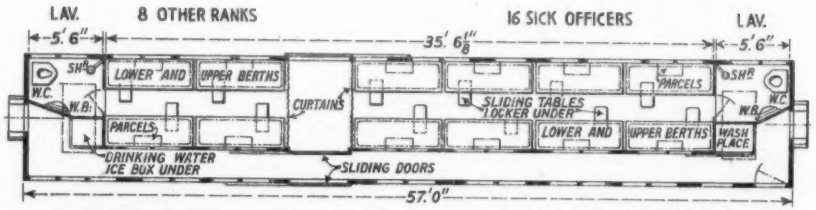
Indian staff car, which also contains a guard's compartment



Ambulance-dispensary car, with accommodation for sub-assistant surgeon



Medical-headquarters car, which contains an office and dining room for four



Sick officers' ward car, which also has accommodation for eight other ranks

STANDARD-GAUGE AMBULANCE TRAIN, BUILT BY THE NORTH WESTERN RAILWAY, INDIA

(See article on opposite page)

Standard-Gauge Ambulance Train built by the North Western Railway, India

This train has been built in the N.W.R. workshops, using existing 5 ft. 6 in. gauge bodies and underframes modified to take new 4 ft. 8½ in. bogies

THROUGH the courtesy of Mr. A. C. Griffin, O.B.E., General Manager, N.W.R., we have received particulars of a standard-gauge ambulance train, which was built in the workshops of that railway during 1941, to the designs of Mr. H. Hinton Cooper, Chief Mechanical Engineer. The train consists of 14 bogie coaches and a four-wheel water-tank wagon. The coaches are 25-year-old lower class 5 ft. 6 in. gauge stock, converted to suit medical requirements, and fitted with new 4 ft. 8½ in. gauge bogies.

The ward cars, of which there are seven, each have accommodation for 22 stretcher cases; the berths are arranged down each side of a central aisle. Each berth is equipped with a bookrest on a hinged bracket, a pillow, a cane back-rest for sitting-up cases, and an ash-tray. Each of the lower berths is fitted with a sliding-table, which can be folded away when not required. Equipment includes curtains which can be drawn around each berth when privacy is required. There are two lavatories fitted with wash-basins in each ward car.

The sick officers' ward car accommodates 16 officers and 8 other ranks, in two separate wards. The berths are arranged on each side of a narrow aisle, running down the centre of each ward. Passage through this coach is by way of a side corridor, outside the wards. The fittings are similar to those in the ward cars. The two lavatories are equipped with wash-basins and shower-baths. Further accommodation for 16 officers, arranged in a similar manner, is given in a sick officers' and store car. In the kitchen car, there are three different kinds of kitchens for (1) Europeans, (2) Mohammedans, and (3) Hindus. A feature of the Indian kitchens is the fitting of large tilting bins for atta (flour) and rice.

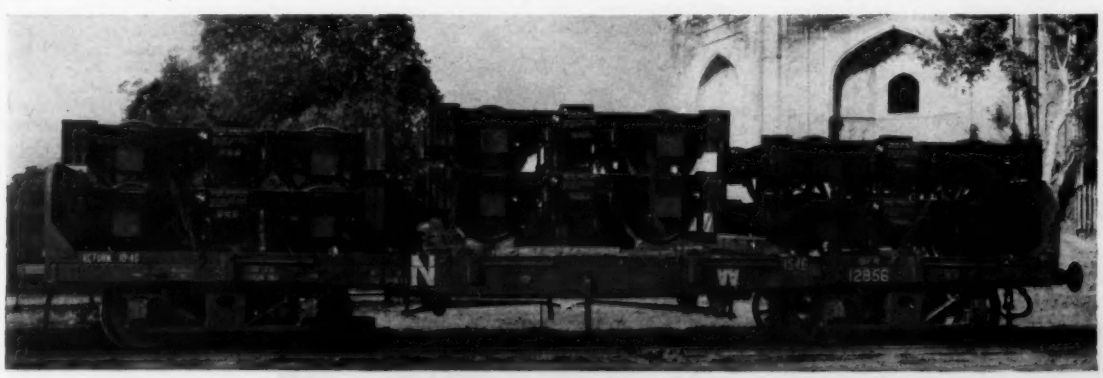
Accommodation for the staff in the Indian staff car—in which there is also a guard's compartment—is provided for 8 other ranks, 2 *bhisties* (water-carriers), 4 sweepers, 4 ward servants, 4 private servants (batmen), and 5 cooks. The berths are arranged athwart the coach. The ambulance dispensary car, in addition to the medical requirements, has accommodation for the Sub-Assistant Surgeon and the Train Examiner and his four assistants. The dispensary is fitted with an H.M.V. refrigerator.

The ambulance medical headquarters car is divided up into compartments for the Chief Medical Officer, his chief assistant, and two nurses. There is an office at one end and a dining room to dine four at the other. The two combined lavatories and bath-rooms are fitted with full-length baths. In the officers' car there is a dining room to dine eight and sleeping accommodation for an Assistant Surgeon, an R.A.M.C. sergeant and six British orderlies. The two lavatories are fitted with wash-basins. In the bath-room for the orderlies there is also a shower-bath. At the end of this coach there is a guard's compartment.

The train is vestibuled throughout and with the exception of the ward cars, which have open central gangways, the corridors are arranged at the side. Each guard's compartment is fitted with a commode, wash-basin, and a bed. Electric lights and fans are fitted throughout the train. The interior colour scheme is lawn green against a background green of a lighter shade. The panelling is of Masonite. The outside of the train is painted khaki. Two red crosses are displayed conspicuously on each side of each coach and there is a large red cross on the roof of every car. The water-tank wagon has capacity for 4,480 gal.

The whole train and fittings are of N.W.R. standard pattern, and vacuum brake is fitted. The buffers have been re-centred to suit 4 ft. 8½ in. gauge standards and the bogies have been fitted with wheels and axles to suit this narrower gauge. For despatch overseas from India, the train left the shops on 5 ft. 6 in. gauge bogies, and the bogies for the narrower gauge were despatched separately.

General view of standard-gauge (4 ft. 8½ in.) ambulance train, converted from 5 ft. 6 in. gauge third class stock in N.W.R. workshops, and placed on new 4 ft. 8½ in. bogies



N.W.R.-built 4 ft. 8½ in. gauge bogies for ambulance train loaded on a 5 ft. 6 in. gauge bogie flat truck for transport to the port of embarkation. (*Some illustrations of the interior of the ward cars were given in our June 12 issue*)

STANDARD-GAUGE AMBULANCE TRAIN, BUILT BY THE NORTH WESTERN RAILWAY, INDIA (See article on opposite page)

A Road-Rail Train in America

Brief details of a vehicle in use at an ordnance factory

The auto-railer in use on rails; note the dropped pilot wheels

DESCRIBED as an "auto-railer" and built by the Evans Products Company of Detroit, the train illustrated on this page has been placed in service in one of the large new ordnance plants which have been brought into use in connection with the war by the United States Government.

Formation of Train

The train consists of a locomotive and two double-end cars with a gross paying load capacity of 40 tons 3 cwt. In its construction steel-flanged wheels are employed to hold the vehicles on the rails and are retracted for operation on the roadway. The steel wheels act as guide or pilot wheels and the 42 rubber-tyred wheels take approximately 85 per cent. of the load in rail operation and 100 per cent. when the vehicles are used on the highway.

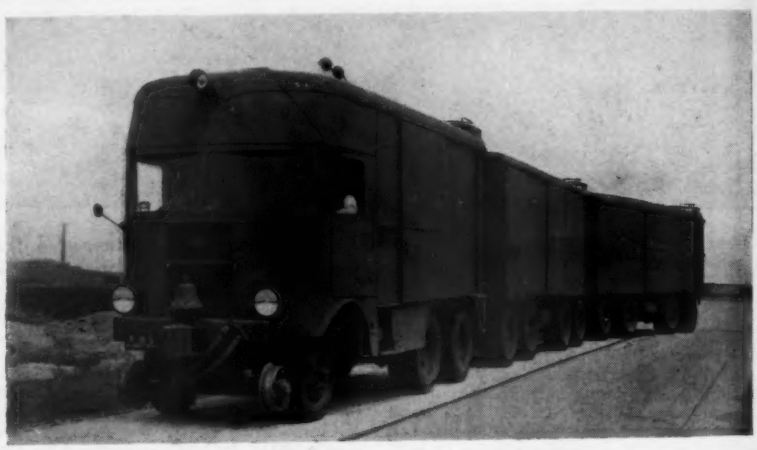
The guide wheels are raised and lowered by compressed air, and the train is equipped with standard railway air brakes controlled from the locomotive. Each vehicle is built with all-wheel steering which permits utmost flexibility as each of the tyres of the cars follow in the same path as those of the locomotive; their movement is synchronised with that of the locomotive wheels. The steering is effected through the towing bar.

Units in Service

Numerous auto-railer units of various types are being used in the national defence service of the U.S.A. The system solves a number of problems which require the utmost in the way of flexibility in transport units. The construction and design follow motorcar practice and full use is made of lightweight type materials with the elimination of large quantities of steel and other essential products such as are necessary in the construction of standard locomotives and freight carrying vehicles.

The initial cost of the auto-railer is stated to be low, and it is also claimed that it is economical in operation. The main purposes for which the units have been designed are certain classes of industrial work, shunting, and branch line operation.

An illustrated article dealing with road-rail vehicles manufactured by the Evans Products Company for the Canadian National Railways was published in our July 30, 1937, issue.



A view of the train running on the road; the pilot wheels are retracted

Penticton Station, Okanagan Valley, British Columbia, on the Canadian Pacific Railway, has only two passenger trains each day. They have to be worked over severe gradients, and call for the use of powerful locomotives

RAILWAY NEWS SECTION

PERSONAL

Mr. R. C. Vaughan, President of the Canadian National Railways, has been appointed also a Director, and Chairman of the board, in succession to Mr. S. J. Hungerford, who retired on September 30 from the position of Chairman which he had held since 1936.

Mr. H. G. Rampling, General Assistant to the Superintendent (Western Section), Southern Area, L.N.E.R., who, as recorded in our November 6 issue, has been appointed

Mr. H. G. Rampling

Appointed District Superintendent, Norwich, L.N.E.R.

District Superintendent, Norwich, in succession to Mr. E. F. Greenfield, who retired at the end of September, entered the service of the former Great Eastern Railway at Ipswich in 1901, and in 1908 was appointed to a post in the District Superintendent's Office there. During the war of 1914-19 he served with the 2nd Suffolk Battery, R.F.A. (T.), and the 54th Divisional Artillery Headquarters, in France, Egypt, and Palestine, and was mentioned in despatches. In July, 1919, he was appointed Chief Staff Clerk to the District Superintendent at Ipswich, and was transferred in 1926 to Stratford in a similar capacity. From 1927-29 he was attached to the Staff Department, Chief General Manager's Office; and, after a short period in the Advertising Department at Kings Cross, returned to Stratford as Chief Clerk to the District Superintendent, and remained there until his appointment in 1931 as Chief Assistant to the District Superintendent, Edinburgh. In 1934, he was made Assistant District Superintendent, Norwich; and, in January, 1941, he became General Assistant to the Superintendent (Western Section), Southern Area. Mr. Rampling is an Associate Member of the Institute of Transport.

Mr. E. F. Greenfield, who, as recorded in our November 6 issue, has retired from the position of District Superintendent, Norwich, L.N.E.R., after a period of service as a canvasser from 1913-15, became Chief Clerk, District Superintendent's Office, Liverpool Street, in January, 1916. Mr. Greenfield was Assistant District Superintendent, Stratford, from January, 1930, until November, 1933, and in December of the latter year he was appointed to the position from which he now retires.

Mr. R. P. Critchley, District Locomotive Superintendent, Burntisland, L.N.E.R., who, as recorded in our October 23 issue,

Mr. R. P. Critchley

Appointed District Locomotive Superintendent, Edinburgh, L.N.E.R.

has been appointed District Locomotive Superintendent, Edinburgh, was educated at Grosvenor College, Carlisle, and entered the service of the former North British Railway at that city in 1914. He was transferred to Cowlairs Works in May, 1918, and completed his training under the late Mr. W. P. Reid, then Locomotive, Carriage & Wagon Superintendent, North British Railway. Mr. Critchley was appointed Locomotive Shed Foreman at Ladybank in 1921, and subsequently held similar positions at Fort William (1924) and at Perth (1926). He acted as Locomotive Shed Foreman, Aberdeen District, from March to October, 1932, when he became Technical Inspector, Locomotive Running Superintendent's Office, Glasgow. He was appointed Locomotive Shed Foreman, Aberdeen, in 1933, and in this capacity had charge of all depots on the late Great North of Scotland system. Mr. Critchley was appointed District Locomotive Superintendent, Burntisland, in July, 1939.

Mr. B. P. Blackburn, M.I.Loco.E., Acting District Locomotive Superintendent, Edinburgh, L.N.E.R., who, as recorded in our October 23 issue, has been appointed District Locomotive Superintendent, Burntisland, was born in 1899, and became a premium apprentice with the former Great Northern Railway at Kings Cross Shed in 1916. He continued his apprenticeship at Doncaster Works between 1917 and 1921, after which he returned, as a fitter, to Kings Cross, where he obtained running-shed experience during the course of some six years. In 1927 he became a mechanical chargeman at Palace Gates, and in 1929 went to Epping in a similar capacity, but a year later he was transferred to Stratford as Running Foreman & Running Shed Foreman. From 1932-34 he was Running Shed Foreman at Walton (Liverpool) with charge of the L.M.S.R. Motive Power Section of the Cheshire Lines Committee. For a further two years he had charge of

Mr. B. P. Blackburn

Appointed District Locomotive Superintendent, Burntisland, L.N.E.R.

the L.M.S.R. Motive Power Section, Stockport, before being appointed, in 1936, as Locomotive Depot Superintendent, Retford. Mr. Blackburn became Assistant District Locomotive Superintendent, Glasgow, in 1939, and in the same year was transferred to Edinburgh as Acting District Locomotive Superintendent.

Mr. F. H. Marshall, Goods Agent, Nine Elms, Southern Railway, has been appointed Assistant London District Freight Superintendent.

Mr. E. Greenhalgh has retired from the position of Chief Engineer's Assistant for Outdoor Machinery, Southern Railway.

Mr. W. H. E. Humphrey, Assistant Superintendent of Road Transport, Paddington, G.W.R., who, as recorded in our November 6 issue, has been appointed Cartage Controller, Chief Goods Manager's Office, Paddington, began his railway career in the General Manager's Office, in August, 1900. In 1904 he was transferred to the Goods Department, and after seven years' service on general goods and cartage work was moved to the Chief Goods Manager's Office, where he remained until the outbreak of war; he then joined the Railway

Transport Establishment and went to France in March, 1915, and before being demobilised in November, 1919, he attained the rank of Major. From 1919 to 1927, Mr. Humphrey was Chief Clerk to the District Goods Managers in London, and Worcester, and was also Assistant Goods Superintendent at Bristol. He was appointed Assistant Horse Superintendent at Birmingham in April, 1927, and became Horse Superintendent at Paddington, in January, 1932. In 1938, he was appointed Assistant Superintendent of Road Transport, Paddington.

Mr. W. H. E. Humphrey
Appointed Cartage Controller, Paddington, G.W.R.

Mr. A. E. C. Dent
Appointed Road Motor Engineer, Paddington, G.W.R.

The late Mr. W. H. Jarvis
Stationery Superintendent, G.W.R., 1919-42

At a meeting of the board of the Canadian National Railways held on September 25 last, tributes were paid to the work of Mr. S. J. Hungerford, the retiring Chairman. On the motion of Mr. H. J. Symington, K.C., seconded by Mr. Wilfrid Gagnon, it was resolved that there should be placed on record an expression of the recognition and appreciation of the directors of the valuable services rendered by Mr. Hungerford to the transport industry of the Dominion and to the C.N.R. system during an unusually long and active business career. That career had commenced in 1886, and thus had extended over a period of 56 years, during which Mr. Hungerford had served railway interests faithfully and well and had played a large part in the development of Canada. Before he was appointed Vice-President in charge of Operation & Construction of the C.N.R., he had been entrusted with the welding-together of some of the railway properties taken over by the Government, and it was desired to pay tribute to the manner in which he had carried out the task; that had contributed to a marked degree to the ability of the C.N.R. to meet the heavy wartime demands. Mr. Hungerford had given valuable services to the war effort by reason of his technical knowledge, and experience, and capacity for organisation, especially in connection with munitions production. He had achieved an enviable reputation for his relationship with his employees, and had exercised wise and tactful leadership. He could look back with pride and satisfaction on a lifetime of unselfish service.

Mr. A. E. C. Dent, M.I.A.E., Motor Assistant to the Superintendent of Road Transport, G.W.R., who, as recorded in our November 6 issue, has been appointed Road Motor Engineer, Paddington, joined the Great Western Railway as a premium apprentice in the locomotive works, Swindon, in 1911. He served from 1914-19 with the Royal Field Artillery, attaining the rank of Captain, and returned to Swindon in 1919 to complete his apprenticeship. Mr. Dent was transferred in 1923 to the drawing office of the G.W.R. Road Transport Department at Slough, and in 1925 went to Neath as Assistant Supervisor of Omnibus Services. He was promoted Supervisor of Omnibus Services, Wrexham, in 1927, and remained in that position until his return to Slough as Assistant to the Motor Assistant in 1929. In 1938 he went to Paddington to take up the position he has now vacated. Mr. Dent represents the G.W.R. on the Automobile Research Committee of the I.A.E., and is Chairman of one of its sub-committees.

We regret to record the death of Mr. Gilbert Frank Quartermain, as the result of an accident. Mr. Quartermain, who was employed in the Air Ministry, was well known as a railway historian and has contributed occasionally to our own columns, and more frequently to those of our associated monthly publication, *The Railway Magazine*. One of his specialities was early railway tickets, of which he had a collection of some 10,000 issued by 243 different companies in England, Scotland, and Wales. Specimens from his collection have been exhibited at many railway exhibitions, notably at Dorland Hall in January, 1932, and more recently at the Central Hall, Westminster. Some reference to his railway ticket collection appears on page 464.

We regret to record the death on October 31, at the age of 68, of Mr. A. D. Swan, M.Inst.C.E., Regional Works Adviser for Scotland. Mr. Swan had carried out construction work on the Burntisland Dock, and later was Resident Engineer, Royal Edward Dock, Avonmouth. He was employed subsequently on construction work at Montreal Harbour, after which he had a long career in Canada as a contracting engineer.

Mr. W. H. Jarvis, Stationery Superintendent, Great Western Railway, whose death we recorded last week, entered the company's service in 1903. He served in the Stores Department, Swindon, and in the Statistical Section of the General Manager's Office, and then was transferred to the Stationery Department. He had held since 1919 the position which he occupied at the time of his death. Mr. Jarvis was a Fellow of the Statistical Society.

L.M.S.R. Appointments

Mr. C. W. Jones, Goods Agent, Bristol, to be Goods Agent, Curzon Street, *vice* Mr. F. O. Moore, retiring.

Mr. P. G. Price, Goods Agent, Dudley, to be Joint Goods Agent, Burton (L.M.S.R. & L.N.E.R.), *vice* Mr. C. F. Beck, promoted.

Mr. A. B. Roberts, Goods Agent, Spon Lane, to be Goods Agent, Dudley, *vice* Mr. P. G. Price.

Mr. A. Hicking, Goods Agent, Wednesbury, to be Goods Agent, Spon Lane, *vice* Mr. A. B. Roberts.

Mr. J. H. Williams, Goods Agent, Bletchley, to be Goods Agent, Wednesbury, *vice* Mr. A. Hicking.

Mr. L. Weatherall, Senior Clerk, Revenue Section (Coal), Chief Commercial Manager's Office, Watford, to be Mineral Agent, St. Pancras, *vice* Mr. D. H. Tomlinson, retired.

Mr. J. G. Slough, Chief Development Clerk, District Goods Manager's Office, Broad Street, to be Agent, West Smithfield, *vice* Mr. R. W. Judd, promoted.

Mr. J. Tyrer, Stationmaster & Goods Agent, Ramsbottom, to be Yardmaster, Salford (Windsor Bridge), *vice* Mr. G. W. Lines, retired.

Mr. H. S. Knott has been appointed Deputy Traffic Manager, Great Northern Railway (Ireland).

TRANSPORT SERVICES AND THE WAR—165

Quicker Wagon Turn-Round

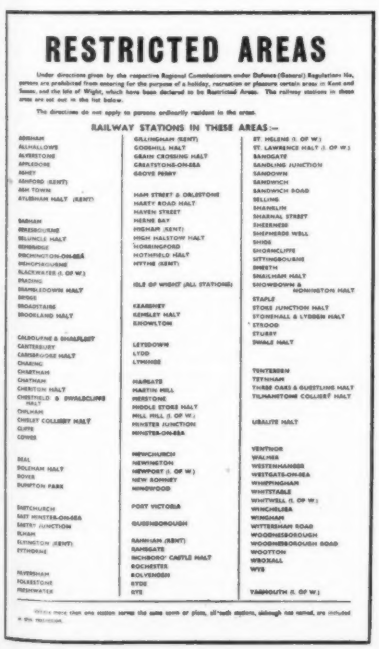
One of the most practical steps which has been taken in this country towards achieving a more rapid turn-round of railway wagons is the provision of additional labour for unloading by the voluntary act of staffs from business houses. In some cases the employees of firms engaged upon entirely different classes of work have assisted in clearing wagons by helping unloading in their spare time. Railway office staffs have also lent a hand. The times of work have been arranged to suit the convenience of these volunteers, and the hours of work vary from 2 to 8 p.m. These spare-time gangs include workers from all kinds of trades, such as motor drivers, foremen, butchers, insurance inspectors, and clerks.

Parking Scheme for Trolleybuses

The London Transport bus parking scheme in Central London has been extended to trolleybuses. From Wednesday, October 28, 76 trolleybuses on 19 routes have been parked at depots near to the points in Central London where the vehicles set down their morning loads, instead of returning to their home depots in the outer areas and then coming in to town for the evening peak traffic. In this way 260,000 fewer miles a year will be run, and substantial quantities of rubber and coal will be saved.

Air Raid Damage at Brighton and Eastbourne

Some particulars of damage to railway property during air raids in May last have recently been published in the *Sussex Daily News*. Damage at Brighton was caused by high explosive and incendiary bombs at the railway shops. Repairs were promptly carried out, and production was resumed on the next day. London Road viaduct was affected, single-line working between Brighton and London was adopted for a short period. At Eastbourne two attacks were made on the station and yards, and damage was caused to rolling stock. Roof girders were thrown down and platforms damaged, and a water tower was destroyed. An electric train which was about to leave for Brighton was lifted off the rails, but, despite the fact that there were about 30 persons in it, none was seriously hurt. Two members of the railway staff were killed and 23 injured. Emergency bus services ran to Hampden Park connecting there with trains, but traffic into Eastbourne was resumed after a few hours.



RESTRICTED AREAS

Under directions given by the respective Regional Commissioners under Defence (General) Regulation 16A, persons are prohibited from entering for the purpose of a holiday, recreation or pleasure certain areas in Kent and Sussex, and the Isle of Wight, which have been declared to be Restricted Areas. The railway stations in these areas are set out in the list below.

The directions do not apply to persons ordinarily resident in the areas.

RAILWAY STATIONS IN THESE AREAS:—

ADISHAM
ALLHALLOWS
ALVERSTONE
APPLEDORE
ASHEY
ASHFORD (KENT)
ASH TOWN
ATHERSHAM HALT (KENT)

BARHAM
BEKESBOURNE
BELLINGE HALT
BENENDEN
BENENDEN-ON-SEA
BENOVER&OURNE
BLACKWATER (I. OF W.)
BRADING
BRAMBLEDOWN HALT
BRIDGE
BROADSTAIRS
BROOKLAND HALT

CALBOURNE & SHALFLEET
CANTERBURY
CARISBROOKE HALT
CHALING
CHARTHAM
CHATTENDEN
CHERITON HALT
CHESTFIELD & SWALECLIFFE HALT
CHILHAM
CHISLET COLLIERY HALT
CLIFFE
COWES

DEAL
DOLEMAN HALT
DOVER
DUMPTON PARK

EASTCHURCH
EAST MINSTER-ON-SEA
EBBSFLEET JUNCTION
ELHAM
ELTHINGTON (KENT)
ETCHINGHAM

FAVERSHAM
FOLKESTONE
FRESHWATER

GILLINGHAM (KENT)
GODMILL HALT
GRAIN CROSSING HALT
GREATSTONE-ON-SEA
GROVE FERRY

HAM STREET & ORLESTONE
HARTY ROAD HALT
HAVEN STREET
HERNE BAY
HIGHAM (KENT)
HIGH HALSTOW HALT
HORNINGSHAM
HOTHFIELD HALT
HYTHE (KENT)

ISLE OF WIGHT (ALL STATIONS)

KEARSNEY
KEMSLEY HALT
KNOWLTON

LEYSDOWN
LYDD
LYMINGE

MARGATE
MARTIN MILL
MERSTONE
MIDDLE STOKE HALT
MILL HILL (I. OF W.)
MINSTER JUNCTION
MINSTER-ON-SEA

NEWCHURCH
NEWINGTON
NEWPORT (I. OF W.)
NEW ROMNEY
NINGWOOD

PORT VICTORIA

QUEENBOROUGH

RAMSGATE (KENT)
RAMSGATE
RICHBORO' CASTLE HALT
ROCHESTER
ROLVENDEN
RYDE
RYE

ST. HELENS (I. OF W.)
ST. LAWRENCE HALT (I. OF W.)
SANDGATE
SANDLING JUNCTION
SANDOWN
SANDWICH
SANDWICH ROAD
SELLING
SHANKLIN
SHARNAL STREET
SHEERNESS
SHEPHERDS WELL
SHIDE
SHORNCLIFFE
SITTINGBOURNE
SMEETH
SMALLMAN HALT
SNOWDOWN & MONNINGTON HALT
STAPLE
STOKE JUNCTION HALT
STONEHALL & LYDDEN HALT
STROOD
STUBBY
SWALE HALT

TENTERDEN
TETNHAM
THREE OAKS & GUESTLING HALT
TILMANSTONE COLLIERY HALT

UBALUTE HALT

VENTNOR

WALMER
WESTENHANGER
WESTGATE-ON-SEA
WHITFINGHAM
WHITSTABLE
WHITWELL (I. OF W.)
WINCHELSEA
WINGHAM
WITTERSHAM ROAD
WOODNESBOROUGH
WOODNESBOROUGH ROAD
WOOTTON
WROXALL
WYE

YARMOUTH (I. OF W.)

R.E.C. poster dated October 24 showing revised winter list of stations in restricted areas

Town Gas for Road Vehicles

The Ministry of Fuel & Power has announced that, in view of the fuel supply position, it will be necessary to restrict the use of town gas as fuel for road vehicles. No further supplies for new conversions can be made available in most large towns, and only in exceptional cases and on a very small scale elsewhere. Vehicles already operating on town gas will be authorised by the appropriate Regional Transport Commissioner of the Ministry of War Transport to continue to use this fuel, provided he is satisfied that the work on which the vehicle is engaged is of essential national importance.

In the areas covered by the list of gas undertakings given below a limited number of further conversions may be allowed, subject to the prior sanction of the Regional Transport Commissioner, to whom application for permission to convert should be made. The list is liable to change at any time :—

Bedwelty Urban District Council
Pontypridd Urban District Council
Rhymney & Aber Gas Company
Middlesbrough County Borough
City of Durham Gas Company
Hartlepool Gas & Water Company
Houghton-le-Spring District Gas Company
Sunderland Gas Company
Bishop Auckland District Gas Company
Swinton & Mexborough Gas Board
Wath, Bolton & Thurnscoe Gas Board
Castleford & Whitworth Gaslight & Coke Company
Morley Gas Company
Pudsey Coal Gas Company
Hemsworth, Grimethorpe & District Gas Company
Royston & Brodsworth Gas Company

Census of Laid-Up Vehicles

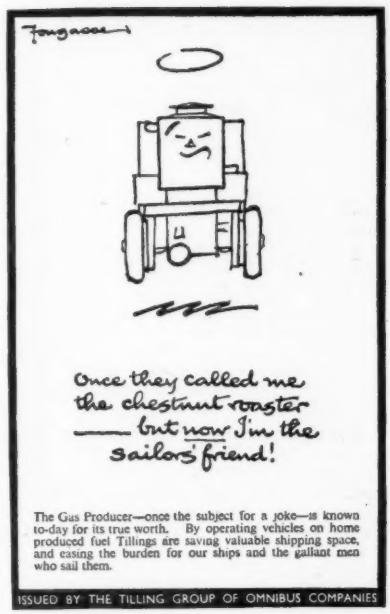
Under the Control of Rubber Tyres (No. 6) Order, 1942, the Ministry of Supply (Directorate of Salvage & Recovery) is taking a compulsory census of laid-up road vehicles of specified kinds. Forms, which are to be completed by custodians of laid-up vehicles, must be sent in not later than November 18. For the purpose of the Order, a custodian of a vehicle is the person who has a vehicle in his keeping, whether he owns the vehicle or not ; a laid-up vehicle is any motor vehicle equipped or designed for use with rubber tyres (whether pneumatic or solid) which is unlicensed, or for which no fuel allowance has been granted for any period after October 28, 1942. A laid-up vehicle is also a motor-drawn caravan or other type of trailer equipped or designed for use with rubber tyres (whether pneumatic or solid) which has not been used on a road for a period of three months or longer. The Order includes the following : all private cars and hackney vehicles, shooting brakes, station vans, horse-boxes, and goods vehicles up to, but not exceeding, 2 tons unladen weight. Three-wheel motor vehicles are included, but motorcycles and bicycles are not, nor are combination motorcycles, side-cars, and invalid carriages. Also excluded are vehicles constructed or adapted to carry more than 7 passengers (apart from the driver).

If at any time after October 28 a person becomes the custodian of a laid-up vehicle, he must furnish a return to the local Taxation Officer within 21 days, unless in the meantime the vehicle has ceased to be laid up.

The maximum penalty for failing to render a return of laid-up vehicle and tyres is a fine not exceeding £100, or three months' imprisonment, or both, on summary conviction ; £500, or two years' imprisonment, or both, on indictment.

This census is necessary because the Government may need to requisition tyres and vehicles for war purposes. If requisitioned, every vehicle and tyre will first be valued for the purpose of assessing compensation, and will be paid for as soon as possible after valuation, in accordance with the provisions of the Compensation (Defence) Act, 1939. An offer of compensation will be made, and if it is not agreed there will be the right of appeal.

If, after the completion of a return, a vehicle ceases to be laid-up, notification must be made to the Tyre Control, Ministry of Supply, Empire House, St. Martin's-le-Grand, E.C.1, within 21 days.


Fougasse
Once they called me the chestnut roaster — but now I'm the sailors' friend!
The Gas Producer—once the subject for a joke—is known to-day for its true worth. By operating vehicles on home produced fuel Tillings are saving valuable shipping space, and easing the burden for our ships and the gallant men who sail them.
ISSUED BY THE TILLING GROUP OF OMNIBUS COMPANIES

One of a new series of Tilling group Fougasse advertisements

European Goods Train Timetables

A wartime goods train timetable conference was held in Stuttgart from August 25 to 27. Representatives from the German Ministry of Transport, the Reichsbahn, the Wehrmacht, the Brussels and Paris German railway divisions, and the Utrecht German control office, and the railway chief of the State Railways of the Protectorate of Bohemia & Moravia were present. Revised timetables were agreed upon, to suit the changed traffic demands in consequence of the reduced loading and unloading times and the quicker turn-round of wagons. The principal measures adopted were : the provision of more pick-up goods trains, the use of more types of locomotives for goods trains, the use of passenger trains for goods also, and the elimination of the smaller shunting yards. Military trains are to be brought up to full loads by the inclusion of

goods wagons, and Sundays made in every respect equal to week days. Goods train crews are to be reduced (hitherto goods trains of more than 60 axles have had to have an additional goods guard). The new timetable took effect from November 2. It is hoped to continue the same timetable after May 3, 1943, when the next summer timetable is to begin.

German Winter Time

Germany reverted to winter time on November 2, and clocks were put back one hour. This applied also in annexed Eastern territories, and in the Protectorate of Bohemia & Moravia.

Dutch Frontier Station

The Reichsbahn has taken over the frontier station of Nieuweschans, together with the section to the frontier in Dutch territory, on the railway from Groningen to Emden and Bremen.

German Rates in Luxembourg

As from October 1, German fares and rates replaced the home tariffs on the Luxembourg railways, which, as already reported, have been taken over by the German Reichbahn. The new fares and rates have been introduced on both the standard-gauge and narrow-gauge systems, and German sources state that in various respects they are more advantageous than the former tariffs, particularly so far as concerns the rates for express goods.

Collection and Delivery in Germany

Dr. Dorpmüller, the German Minister of Transport, has recently issued a Decree affecting all road traffic authorities. All man-power is to be concentrated on servicing railway stations, in view of the great demands likely to be made on transport in the next few months. An appeal is made to the public to assist as far as possible the transport of goods for winter supplies by using hand-carts and similar vehicles, so that motor and horse-drawn vehicles may be freed for more distant deliveries. Private individuals are advised to organise a permanent " service for the reception of goods " and haulage squads in every house.

Another Danish Ferry Mined

Information from Copenhagen states that the railway ferry *Dan* plying between Elsinore and Hälsingborg in Sweden sustained heavy damage through colliding with a mine on October 9. The vessel maintained the only ferry service between Denmark and Sweden now in operation, and, pending the resumption of the service by one of the two other Danish railway ferries on that route, there is no ferry communication between the two countries. It is not known whether the mined ferry was the new ice-breaker type ferry *Holger Dan* placed in service recently. The *Holger Dan*, which cost the Danish State Railways 5,000,000 Kroner to build, was described as the most powerful Danish railway ferry. The ferry has accommodation for 600 passengers.

Railway Material for Germany

Some 1,000 Belgian railway locomotives, 16,000 wagons, and 625 miles of rails are among transport equipment seized by the Germans, according to the Independent Belgian News Agency.

The rails of the shunting sidings at Louvain and Pepinster Stations have been removed by the Germans and sent to Russia. Several branch tracks of the Brussels-Charleroi line have also been taken up, as well as one track of the Ourthe Railway. In a single day 28 wagon-loads of second-hand rails were dispatched to Germany.

The German section of the main Cologne-Saarbrucken-Paris railway line was unusable for several days early in September, as a result of R.A.F. raids, according to the Independent French News Agency. The Germans have demanded from the French National Railways about 7,800 miles of rails for the repair of bombed track. So far the demands have not been met in full.

Transport Tax in Spain

A Decree of the Spanish Ministry of Commerce, dated July 27, ordered that only those industrial and trading firms are to be exempted from payment of the Spanish transport tax which convey their own products by means of their own motor vehicles within the boundaries of the municipalities where the firms are located.

Norwegian Quislings Boycotted in Trains

Because of demonstrations against quislings and Germans in the railway trains running between Oslo and Holmenkollen, Hirdmen (quisling guards) have been placed in the carriages. Posters warn passengers that anyone who pointedly refuses to sit next to a German soldier or member of the Nasjonal Samling will be turned off the train at the nearest station.

Turkish Railway Traffic

The annual coal consumption of the Turkish State Railway is now estimated at 750,000 metric tons, compared with 250,000 tons before the war. Much of this additional consumption is probably accounted for by the rail clearance of extensive British shipments into the Turkish ports of Mersina and Iskenderon (Alexandretta).

Rail traffic between European Turkey and the rest of Europe is stated to comprise an average of only 30 wagons of goods a day.

Increase in Serbian Goods Rates

A proposal advanced several months ago to increase the goods rates on the Serbian State Railways was rejected by the German occupation authorities, who feared that the country's difficult economic position might be affected adversely. However, the deteriorating financial position of the Serbian State Railways made an increase inevitable, and it was recently decided to increase goods rates by an average of 33 per cent. from October 15. The increase in the case of coal, ores, and cereals is only 10 per cent., and firewood is exempt from any increase.

Bulgarian Road Building

As a result of an agreement recently concluded between the Bulgarian Ministry of Public Works and the German Todt Organisation, new roads are to be built in various parts of Bulgarian-occupied countries as well as in Bulgaria proper. The Todt Organisation is said to be too busy building roads in German-occupied countries, and has secured the right to subcontract the work. Offers of private road concerns having proved too high, it has been found more convenient to entrust the task as a whole to a new German concern named Biost, founded jointly by the Hermann Göring Works and certain German road firms. This concern is to execute the road programme at what is described as a " reasonable " price.

Japanese Railway Restrictions

It is reported that there are proposals to restrict passenger traffic on the Japanese Government Railways, and to withdraw sleeping cars and restaurant cars, in view of the decision of the Japanese Government to transport Hokkaido and Kyushiu coal by rail instead of by sea. The Japanese Government is inaugurating a large-scale lorry service to relieve the increasing strain on the railways. Beginning this month (November), coal will be transported by lorry in addition to rail; hitherto it has been land hauled exclusively by rail, but much has been conveyed by costal shipping.

Mexican Labour for a U.S. Railway

A petition has been directed by the Southern Pacific Railroad to the American Government at Washington for permission temporarily to use Mexican labourers to meet vital shortages of labour in track maintenance. A previous similar request was refused by the Immigration Bureau of the Department of Justice in September, 1941. Meantime the S.P. attempted to recruit labour from among unemployed negroes in the Southern States, but many of these, after receiving free transport to points in New Mexico, Arizona, and California, promptly sought other employment, and the position is therefore likely to remain as bad as ever unless the request to admit Mexicans is granted.

Nation-Wide Freight Study in U.S.A.

A notable study of current freight traffic in the United States has been undertaken recently by the Office of Defense Transportation. On May 27 all railways originating carload shipments of freight on that day were instructed to send copies of their waybills to the O.D.T. These waybills, numbering over 125,000, were coded, classified, and studied by a staff of 50 analysts, 28 of whom had been loaned by eleven different railways, and 6 by the Interstate Commerce Commission. The results of this study will be to give an accurate picture of the direction and flow of virtually every commodity moving in the U.S.A. at that time, and will provide valuable information as to how adjustments of freight service should be made in order to meet the increasing demands on transport.

Travel Restrictions in South Africa

All general, seaside, and party-of-four excursion facilities have been in abeyance since May 1, and the South African Railways Administration, after further consideration of the position, has decided on the following measures :—

(1) The suspension of concessions to sports teams; and of combined rail-and-sea and rail-and-air concession tours.

(2) The suspension of reduced fares to excursion parties.

(3) Concessions to delegates to conferences of the main religious bodies and teachers' conferences will be limited to 50 persons a conference.

(4) Farmers' congress concessions will be granted only for the main yearly congresses of the South African Agricultural Union and the National Wool-Growers' Association, if these and the numbers of delegates attending are certified by the Department of Agriculture & Forestry as being in the national interests.

(5) Concessions to attendants accompanying race horses, and reduced rates for race horses and polo ponies will be suspended.

(6) The suspension of existing concessions for agricultural shows, for members of the public, judges, exhibitors, and attendants accompanying livestock and exhibits; and the limitation of scholars', students, and Sunday-school excursions to journeys of not more than 100 miles in one direction.

Restrictions are being applied also in respect of the yearly holiday concessions to civil servants, teachers, and civil-service pensioners and dependants, as well as to the annual-holiday free-pass and privilege-ticket facilities applicable to railway servants, pensioners, and dependants. The travelling concessions normally granted to members of the railway staff participating in inter-provincial sports meetings also will be suspended. It is announced, however, that the administration has decided to extend the free-pass concession relating to men blinded in the 1914-19 war to South African and allied soldiers blinded as the result of present hostilities.

Government Control of Long-Distance Road Traffic

To meet the difficult situation in the road haulage industry arising from the measures which are necessary to conserve rubber and motor fuel, and in order to make the best possible use of road haulage vehicles, the Government has decided to bring the longer distance road haulage under control solely as a wartime measure.

The control may be extended later to include shorter distance traffic and vehicles, but during the initial stages it is intended primarily to cover goods conveyed for distances of 60 miles and upwards. Movements of household furniture, bulk liquids, "smalls," and abnormal indivisible loads will not be included in the scheme at the outset.

The work carried out under the existing Road Haulage Scheme will be continued, but the control will be unified by the absorption by the new organisation of the functions of the Hauliers' National Traffic Pool and its local branches. The present method of chartering vehicles will cease. Owners of the controlled vehicles will retain their business identities, and will continue to maintain their vehicles and employ their drivers.

The six divisions into which the country is divided for the purposes of the existing Road Haulage Scheme will be superseded by twelve divisions coinciding with the Civil Defence Regions, which will facilitate co-operation with the Regional Transport Commissioners. There will be a Divisional Road Haulage Officer for every region.

The divisions will be divided into areas, each under the charge of an Area Road Haulage Officer. These areas will be delimited so that their boundaries do not in general cross those of the districts into which the regions are divided. This will facilitate fuel rationing and general co-operation between the Area Road Haulage Officers and the District Transport Officers.

The Divisional and Area Haulage Officers will be drawn mainly from the road haulage industry, but they will not be actively associated with the running of any private road haulage business while they hold office.

Vehicles controlled by the organisation will be grouped into approximately 450 units, each under a Unit Controller. As a broad estimate it is expected that the number of vehicles comprised in the control in the first instance will be about 25,000. Each unit will be centred on a firm with experience in, and facilities for, dealing with longer distance traffic, and the Unit Controller will normally be a member of the staff of this firm.

Unit Controllers, so far as their operational duties are concerned, will act as servants of the Ministry of War Transport. In this respect their position will be somewhat similar to that of a Sub-District Manager who is required to carry out certain official duties, but is not a temporary civil servant.

The System of Control

The organisation is designed to ensure that:—

(i) No traffics are conveyed by road which should be carried by some other form of transport in the interests of conservation of oil and rubber.

(ii) Such traffics as are conveyed by road are moved at the lowest possible cost in vehicle miles by the use of the most suitable vehicle for the particular movement and by the elimination to the greatest possible degree of partly loaded and empty mileage.

(iii) All vehicles included in the organisation are available to meet fluctuating demands and emergencies.

These objects are intended to be attained by a day to day control of the acceptance of traffic for road movement; the detailed allocation of traffic to vehicles; and the movements of the vehicles concerned; together with the necessary financial arrangements with the owners of the vehicles concerned.

As already mentioned, the control will not at present cover traffics over journeys of less than 60 road miles, but this is subject to the exception that Government and other traffics of national importance dealt with under the existing Government Road Haulage Scheme will continue to be handled.

Area Road Haulage Officers and Unit Controllers will be immediately responsible for ensuring that traffic is not accepted for conveyance by road which could reasonably be carried by some other form of transport. The organisation of the Regional Transport Commissioners will supervise the issue of fuel to the units, which will constitute "groups" for this purpose. There will be contact between the Road Haulage Branch and the Regional Transport Commissioners organisation at every appropriate level—Unit Controllers with Sub-District Managers; Area Road Haulage Officers with District Transport Officers; and Divisional Road Haulage Officers with Regional Transport Commissioners.

The Commissioners will further co-operate with the control by undertaking a review of the operations of "C" licensees, irrespective of distance, in order to reduce to the minimum empty and partly loaded running, and to transfer the long-distance traffic of the "C" licence holders to the new organisation, where this will lead to an economy in the use of vehicles.

The traffic carried under the existing Road Haulage Scheme will continue to be dealt with by the Area Road Haulage Officers, except in so far as it is long-distance traffic comprised within the new control, when it will be dealt with by the Unit Controllers. The traffic accepted under the new arrangements will be allocated by the Unit Controllers to the controlled vehicles in such a manner as to ensure the maximum economy in the use of vehicles compatible with efficiency and despatch in the handling of goods. All traffic carried under the scheme will be accepted under the Conditions of Carriage of the Minister of War Transport, and movements will be invoiced on behalf of the Minister by the Unit Controllers.

Every controlled vehicle on delivering a load will be reported to the appropriate Unit Controller, who will see that it does not return empty to its base if goods accepted for road transport are available for it. As a general principle, the Controller will not permit a vehicle in his unit to initiate a journey with a load which can be carried by a suitable homegoing vehicle.

Financial Arrangements

The financial arrangements of the scheme are of two kinds, (i) covering haulage companies hired as a whole by the Minister of War Transport ("controlled undertakings"), and (ii) covering vehicles of firms other than controlled undertakings.

In respect of haulage companies hired as a whole by the Minister ("controlled undertakings"), the remuneration will be on the basis of a guarantee of the net profit of the undertaking for the average of any two accounting years selected by the operator, comprised within the period beginning January 1, 1935, and ending December 31, 1938. Adjustments will be made for any variation in the capital value of the assets employed in the business. If, as a result of operations in the control period, the ascertained net profit is less than the standard, the Government will make up the deficiency. If it is more than the standard, the Government will take the surplus. Monthly or other periodical settlements on account will be made. All revenue arising from traffic carried will accrue to the Government.

In respect of firms other than controlled undertakings, vehicles will be hired on the basis of a fixed schedule of rates related to the carrying capacity of the vehicle plus actual expenditure on fuel and drivers' wages, with an allowance for maintenance related to mileage run. The scheduled rates of hire will cover necessary outgoings (including depreciation) and an element for the average net pre-war earning capacity of the type of vehicle concerned. Any vehicle which is surplus to requirements will be laid up temporarily, but will be maintained in a fit condition for immediate use.

The vehicles comprised in the scheme will belong to general carriers. In the interests of economy of tyres and fuel it will be necessary to transfer to them some of the traffic at present carried by traders in their own vehicles. Should it be desirable in such a case that the trader's vehicle should be kept available for use as a reserve, payment for it would be made on a basis of interest on capital and necessary overheads.

Selection of Firms and Vehicles

The selection of the controlled undertakings, the whole business of which irrespective of the traffic carried will be included in the new organisation, will be made by the Minister of War Transport with the advice of the Regional Transport Commissioners. Firms should not apply to become controlled undertakings. On the other hand, any carrier who considers that certain vehicles should be included in the organisation and desires to have them hired must make application to the Regional Transport Commissioners. Generally, the conditions applying to hire are that the vehicle must be in fit condition structurally and mechanically, and have been employed continuously during the last twelve months mainly on point to point movements of general traffic (not including parcels and smalls) for distances of not less than 60 road miles.

Owners of vehicles already earmarked by the Commissioners for specific duties under certain conditions will not be relieved of their obligations. The obligations of owners of vehicles enrolled in the Defence Lines will apply only in so far as such vehicles are not among those whose movements are controlled.

These measures are intended to maintain the industry in an efficient condition as an essential reserve of transport, so that, despite the restricted supplies of rubber and fuel, a sufficient number of vehicles will be available in time of need. The question of finding suitable employment for drivers of vehicles temporarily laid up, so that they may be available at short notice, is under discussion with the Ministry of Labour & National Service.

(*See editorial article, page* 460)

Railway and Other Meetings

The Central Argentine Railway Limited

The ordinary general meeting of the Central Argentine Railway Limited was held at Winchester House, Old Broad Street, London, E.C.2, on November 5. Mr. W. Howard-Williams, Chairman of the company presided.

The Secretary, Mr. A. S. Matthews, having read the notices convening the meeting and the auditors' report,

The Chairman said that a year ago he had told stockholders that the period with which he was then dealing had been about the most disappointing in the history of the Central Argentine Railway. The results he now put before them placed the year 1941-42 in no higher category. Nevertheless, an examination of the accounts would show certain features which, taking a long view, were not unsatisfactory. For example, gross receipts were some half million pounds higher than last year, in spite of a decrease of over £650,000 in earnings from the transport of wheat to the ports. This had been due to increased takings under most other heads, of which the most notable were passengers, livestock, linseed, and maize, though receipts from the latter were still less than half what would be expected in a normal year. Very welcome was an increase of over 50 per cent. in receipts from pigs, the intensified breeding of which the company had long encouraged and would assist towards disposing of the huge stocks of maize. Large increases in firewood and charcoal were a natural and compensating effect of the shortage of imported fuel.

On the expenditure side there were, however, few, if any, bright spots. The increased working expenses had more than swallowed the increased revenue. In the year 1940-41 the fuel bill had been £1,213,988—an increase of £472,000 over the previous year. This year under this heading the company had had to face a further increase of over £200,000, bringing the total fuel bill to the overwhelming figure of £1,414,535. Purchases of general stores, confined though they were to the replacement of items indispensable to the operation and maintenance of the system, had cost on an average about three times the pre-war values.

At many previous annual general meetings, he had said that, although relations with the Argentine Government remained cordial, little, if any, progress had been made in the negotiations to secure better conditions for the industry. This year, however, there had been an important development in that the railway had been granted as from April 1 last, and for a period of twelve months, an increase of rates to the extent of 10 per cent. on goods and livestock and 5 per cent. on passengers. Unfortunately, however, this measure had been accompanied by provisions, which, to a great extent, nullified its value to the company; for the proceeds of the increased rates were to be applied, first, to suppressing the deductions from wages and salaries that had been in force in one form or another for some eleven years; and, secondly, to making up the companies' contribution to the pension fund to the maximum stipulated in the law. The effect of this latter might be seen by the item "miscellaneous" on the expenditure side of the revenue account; the figure of £33,000 was almost entirely in respect of this contribution.

As to the other matters pending, the repercussions of the war had made heavy demands on the time and attention of the Argentine authorities, and the company's affairs had made little progress. There had been no easing of the working regulations, nor any greater elasticity in the wage agreements. The railways had failed in their efforts to obtain more favourable treatment as to the rate of exchange for remittances; and he again emphasised the vital importance to the railways of this question. He quoted the words he had used in 1935 at the annual general meeting: "The Argentine Government has been buying exchange at a certain price and selling it to us at a profit to itself of $2 per £. If it had passed this on to us at the same rate, we would roughly have saved on the year's business £400,000. Put another way, I feel that we have been taxed, however indirectly, to the extent of this $2, although we are exempted under the Mitre Law from national taxation: and we have reason to be aggrieved that this burden should be placed on us when, as a matter of fact, we are still affording to the country one of the best and most up to date railway services in the world." Except for certain differences in regard to figures, these words were as true now as they were when they were spoken. Last year he again sounded a note of warning to the authorities of the consequences that a continued disregard to our appeals in this matter might bring about and to-day he had nothing either to add to or to withdraw from what he had said on those previous occasions.

Problems of supply grew more and more acute. In spite of the most rigid economy, stocks of coal were steadily dwindling. They had only been able to procure a limited proportion of the requirements from this country, and the deficiency had had to be made up by coals from Brazil, Argentina, and the United States, together with maize and wood—the latter to the extent of 100,000 tons a month. Apart from the fact that inferior fuel meant an all-round loss of operating efficiency and a greater use of rolling stock per revenue unit moved, supplies of these alternative fuels were not always available, and the prospect of further drastic curtailment of services was ever before them; and this would be all the more unfortunate because of the heavy traffics, principally of maize for fuel and fodder, now awaiting transportation.

Materials essential for the operation and maintenance of the system, especially steel, were increasingly difficult to obtain. There were no substitutes for such steel products as tyres, wheels, and axles, nor could their life be prolonged beyond the calculated safety limits of wear and tear; and if replacements were not available, locomotives, coaches, and wagons must be put out of service and the earning capacity of the railway become imperilled.

Although it was appreciated that the needs of industries more directly connected with the war effort had to be met, the directors kept in constant touch with the Governments both of this country and of the United States to urge their claims for essential materials, and he could assure stockholders that they were not leaving a stone unturned to help themselves. He would like to say something of the ingenuity and intelligent improvisation with which the management and the whole staff had faced problems of supply. By utilising a hydraulic press in combination with special dies, a quantity of 2 ft. 10 in. tyres, which were in stock and which had been virtually obsolete, had been enlarged to the standard 3 ft. 1½ in., and a potentially dangerous situation had thus, for some time to come, been averted. Machines had been constructed, mainly from scrap material, for the manufacture of railway tickets. Over a million tickets had already been cut from locally made cardboard. A rolling mill had been constructed in the company's shops, and was turning scrap into such essential items as bolts, nuts, and rivets, at the rate of over 100 tons a year.

Perhaps one of the most striking measures adopted had been at the port of Villa Constitucion, where their coal ships were discharged. Here a diver was employed to recover from the bed of the dock the coal dropped during the operation of unloading over a period of many years. The amount of coal that the diver had managed to salvage had amounted to no less than 500 tons.

These were only samples to illustrate the initiative and resource of the management and staff. If at this meeting thanks were recorded for their grand effort and for work well done, they would never have been more deserved. There had been no labour difficulties. All the staff had worked together well and loyally.

He had said that in his view there was little hope of substantial improvement in the company's affairs under war conditions, and he felt that he had not spoken in too sombre a key. They were facing their troubles to the best of their ability, and he would stress this point. Though they were keeping the strictest check on the expenditure on capital and renewals account they were not losing sight of the future. The policy was not only to keep the railway running, but, to the extent finances allowed, to keep it up; and when the time came for normal conditions to return, they would, if the Argentine Government gave the necessary support, be ready to do their part in getting to the ports those vast accumulations of Argentine produce of which Europe would be in dire need.

The report and accounts were adopted.

Entre Rios Railways Co. Ltd.

The ordinary general meeting of the Entre Rios Railways Co. Ltd. was held on November 2, at River Plate House, E.C. Sir Follett Holt, K.B.E., Chairman of the company, in the course of his address, said that the position of the British-owned railways in Argentina continued to cause distress and heartburnings. They represented an investment of £250,000,000 held in Great Britain and this investment had become altogether too precarious. They must, therefore, even in war-time, very earnestly ask both the Argentine and British Governments to consider seriously whether the well-being of these railways was not of State importance. Their existence had formed for over half a century the strongest economic link between the two countries and its decay would, in the opinion of the companies, prejudice the friendship and the trade of both.

The increase of income from the low figure of the previous year enabled the company to pay off finally the long outstanding income-tax indebtedness. It had also been able to pay another 12 months' arrears of interest on the four per cent. debenture stock and was paying a further six months' shortly. All possible was being done to keep the line in good working order, but more rolling-stock was and would be required and it must be remembered that rails would not last for ever.

The report was adopted.

Requisitioning of Private Owners' Wagons

In our issue of August 14 reference was made to the decision of Mr. Justice Morton in an action by Mr. Frederick Fox of Derby against the L.M.S.R. and G.W.R. and the members of the Railway Executive Committee as to the requisitioning of 776 wagons owned or hired by him. Mr. Fox claimed a declaration that these wagons were not subject to requisitioning under the Railway Wagons Requisitioning Order, 1939 (S.R. & O. 1939, No. 1085) on the ground that they come within the exemptions specified in the Order. Mr. Justice Morton decided that the wagons did not come within any of the exemptions and that the requisitioning was therefore justifiable, awarded costs to the defendants and intimated that his full judgment would be given later. On October 16 the judgment was delivered by Mr. Justice Uthwatt on his behalf.

Mr. Justice Morton commenced by reviewing the relative provisions of the Emergency Powers (Defence) Act, 1939, the Defence (General) Regulations, 1939, and the Railway Control Order, 1939, under which powers the Minister of Transport issued on September 3, 1939, the Requisitioning Notice requisitioning all privately-owned railway wagons other than certain specifically exempted classes. He expressed the view that the general intention of the Minister was that requisitioned wagons should be used interchangeably or pooled with railway-owned wagons, subject to the exemptions named in the Order, and therefore felt at the outset that he could not construe the exemptions so widely as to render the general requisitioning nugatory, unless the words used compelled him to do so. The facts were that Mr. Fox for some years immediately before the war had carried on business as an agent for the purchase of coal for five large undertakings, in the course of which he was also responsible for arranging transport to their premises. The coal was small industrial coal or slack, and as the firms in question required it delivered quickly and regularly, it was drawn from specified collieries and carried to the destinations in train loads. His wagons, therefore, were used only for the conveyance of one commodity, and they were hauled by the railway companies over certain sections of their lines only. On the other hand, the wagons were all registered by the railway companies for running generally over their systems and Mr. Fox was free to have them worked over the whole of the systems had he desired.

Mr. Justice Morton then stated that he had reached certain findings of fact relative to the period immediately before the war. The principal of these were that:—

(*a*) The whole of Mr. Fox's wagons fell within the class known as " mineral " wagons :

(*b*) Each type of wagon used by him was a well-recognised type :

(*c*) They could be used quite conveniently for the carriage of many types of minerals, including small industrial coal, although two of the types could most conveniently be used for the carriage of traffic which did not include large lumps : and

(*d*) The ordinary practice is for privately-owned wagons to be built to a specification approved by the railway companies, when they would be registered and thereafter free to run over any of the main lines.

Mr. Justice Morton then pointed out that seven classes of wagons were exempted from the Requisitioning Order, namely : (1) tank wagons ; (2) wagons specially set apart for specific traffics such as cement, copperas, lime (roofed wagons only) night soil and sewage, nitre cake, salt, tarred materials ; (3) wagons not suitable for running on main lines ; (4) registered wagons reserved for internal use at collieries and works ; (5) specially constructed wagons ; (6) wagons usually used for working over private railways only ; and (7) wagons restricted to working over a particular portion of a railway company's line. Considering these exemptions in some detail, he reached the conclusion that classes 1, 3, 4, and 6 covered wagons which it was not necessary or expedient to bring into the pool, but those owned by Mr. Fox clearly did not fall within these categories. As to exemption 2, Mr. Fox claimed that his wagons were wagons specially set apart for a specific traffic, namely, small industrial coal. Mr. Justice Morton pointed out, however, that the phrase " specific traffics " was qualified by the following words " such as," and, in his view the " specific traffics " must be such as cement, copperas, etc., the point being that wagons constantly used for carrying such materials must obviously become unsuitable for carrying other traffics. On the other hand, the evidence satisfied him that small industrial coal or slack is not a traffic which possesses this characteristic as the wagon does not become impregnated, as it does in the case of each of the other traffics mentioned under this heading. Having regard to all the relevant surrounding circumstances he felt no doubt that small industrial coal is not a " specific traffic " such as those mentioned in exemption 2. He found that this exemption did not cover any of Mr. Fox's wagons.

Turning to the alternative contention that the wagons are " specially constructed " and fall within exemption 5, he had reached the conclusion that this exemption refers only to such wagons as, by reason of their construction, could only be used conveniently for the conveying of one particular type of goods. As he had already found that Mr. Fox's wagons could be used for the carriage of many types of minerals, it was quite clear to him that it could not have been intended to include such wagons under this exemption. Moreover, he had reached the conclusion that his wagons were quite suitable for use interchangeably with railway wagons of similar class, so that there was no reason why they should be covered by this exemption.

Turning to exemption 7, which exempted " wagons restricted to working over a particular section of a railway company's line " ; the fact was that Mr. Fox's wagons were free to run over the whole railway system and he was at liberty to instruct the railway companies to haul the wagons to any point he chose. The fact that Mr. Fox chose to restrict their journeys to particular portions of the railway system did not bring them within the scope of this exemption. Mr. Justice Morton considered this exemption applied only to wagons which by rule or agreement between the parties were free to pass over a particular section of line and no other. For all these reasons he was satisfied that no one of Mr. Fox's wagons came within any of the exemptions and he held, therefore, that they were all requisitioned on September 3, 1939.

Staff and Labour Matters

Railway Wages

The claims of the N.U.R. and the A.S.L.E. & F. have been referred to the Railway Staff National Tribunal and the parties were to be heard in London commencing on November 11. The claims were referred to the Tribunal on agreed terms of reference as follows:—

N.U.R. Claim.—To ask the Railway Staff National Tribunal, established under Appendix, Part VI, of the agreement in regard to machinery of negotiation for railway staff dated February 26, 1935, to hear and decide the following claim of the National Union of Railwaymen:—

That the rates of pay of all grades in the railway service covered by the machinery of negotiation for railway staff be increased by 10s. a week (£26 a year in the case of salaried staff).

The National Union of Railwaymen and the railway companies agree that the decision of the Railway Staff National Tribunal on the issue shall be final and binding on the parties.

A.S.L.E. & F. Claim.—To ask the Railway Staff National Tribunal, established under Appendix, Part VI, of the Agreement in regard to the machinery of negotiation for railway staff, dated February 26, 1935, to hear and decide the following claim of the Associated Society of Locomotive Engineers & Firemen:—

That the daily rates of pay of the following employees in the railway service be increased to the following:—

Cleaner	
Age 16	5s. a day
,, 17	6s. ,,
,, 18	7s. ,,
,, 19	7s. 6d. ,,
,, 20 and over	9s. ,,
Fireman and Assistant Motorman	
1st and 2nd year	10s. 6d. a day
3rd and 4th	11s. 6d. ,,
5th year	12s. ,,
11th year	13s. ,,
Driver and Motorman	
1st and 2nd year	14s. a day
3rd and 4th	15s. ,,
5th year	16s. ,,
6th year	17s. ,,

These increases to be apart from, and in addition to, the war wage which is payable at present in each case.

The Associated Society of Locomotive Engineers & Firemen and the railway companies agree that the decision of the Railway Staff National Tribunal on the issue shall be final and binding on the parties.

The composition of the Tribunal was, Sir John Forster, Chairman; Sir Charles Bruce-Gardner, member nominated by the railway companies, and Mr. J. Hallsworth, member nominated by the trade unions.

The assessors nominated by the railway companies were Mr. E. J. Missenden, O.B.E., General Manager, Southern Railway, and Mr. Kenelm Kerr, O.B.E., Assistant General Manager (Staff), London & North Eastern Railway, and the assessors nominated by the trade unions were Mr. F. J. Burrows, J.P., President, N.U.R., and Mr. T. Burns, President, A.S.L.E. & F.

The claims were presented to the Tribunal by Mr. John Marchbank, General Secretary, N.U.R., and Mr. W. P. Allen, General Secretary, A.S.L.E. & F., and the railway companies' advocate was Mr. G. L. Darbyshire, O.B.E

Notes and News

Rhodesia Railways Limited.—It is announced that the company has purchased in the market for cancellation £208,268 of the outstanding 4½ per cent. debenture stock.

British Air Navigation Co. Ltd.—Notice is given in *The London Gazette* that the name of this company will, unless cause is shown to the contrary, be struck off the register at the expiration of three months from October 30, 1942.

Accident at Waddon.—A train standing in Waddon Station on November 4 was run into from the rear by another train, and a third also was involved. It is reported that the motorman of one of them was killed and that some passengers were injured. Several coaches were derailed.

East Indian Railway Annuities.—It is notified that on September 30, 1942, a total sum of £8,510,856 was invested for the purpose of providing a sinking fund in respect of East Indian Railway Annuities Class "B"; a total sum of £1,917,185 for providing a sinking fund in respect of Class "C" annuities; and a total sum of £3,654,403 for providing a sinking fund in respect of Class "D" annuities.

Control of Iron & Steel (No. 25) (Scrap) Order, 1942.—This Order, which came into force on November 3, provides that no person may treat, use, or consume tramway rails, except as part of a railway or tramway track, or as scrap for re-melting, unless licensed by the Minister of Supply. Copies of the Order, price 1d., may be obtained from His Majesty's Stationery Office, or through any bookseller.

Lightalloys Limited.—Profit for the year to June 28, 1942, after income tax, E.P.T., and depreciation, was £39,794 (£31,542), to which is added £5,717 brought in. Allocations are made of £10,000 (nil) to reserve and £1,000 (same) to directors' additional remuneration. The final dividend is 12½ per cent., making 25 per cent. (same) for the year, leaving £4,511 to be carried forward.

Railway Electrification in Roumania.—Extensive electrification of the Roumanian State Railways is envisaged on the completion of a large power station, which is to be built at the Iron Gates Pass on the River Danube, according to a Bucharest message. The new power station is intended to be the largest of its kind in Europe and to produce 3,000,000 kilowatts an hour. It is being designed to supply current to the whole of southern Roumania, northern Bulgaria, and some districts of Serbia.

Scottish Traction Holding Companies.—The Falkirk & District Traction Company, which was originally incorporated in 1901 by a Special Act of Parliament, has now been registered as a public company with a capital of £150,000 in £10 shares. The Dunfermline & District Traction Company, which was originally incorporated by a Provisional Order Confirmation Act in 1906, has now been registered with limited liability as a public company with a capital of £450,000 in £1 shares. The company's tramways were discontinued on July 3, 1937, and motorbuses substituted. The directors of both the Falkirk and Dunfermline companies are: Sir William Johnston Thomson, Messrs. Walter Alexander, Walter Alexander, jr., Robert John Mathieson Inglis, (Divisional General Manager, L.N.E.R.), and Malcolm Scot Speir (General Officer for Scotland, L.M.S.R.). The whole of the issued share capital of both the Falkirk and the Dunfermline companies is held by the Fife Tramway, Light & Power Co. Ltd. In February, 1935, the Scottish Motor Traction Co. Ltd. acquired the whole of the issued 5s. ordinary shares of the Fife company at 3s. 9d. a share.

Slovak Railway Electrification.—The intended electrification of lines of the Slovak State Railways will be undertaken on the a.c. system, on German advice, because materials are obtainable.

Italian Construction in Croatia.—The formation is reported of a limited company, controlled by Italians, for railway and road construction, and for developing water-power schemes, in Croatia. Its initial share capital is 2,500,000 lire.

Swedish Railway Electrification.—Reuters states that preparations are being made for the electrification of the Gävle-Falun line (about 58 miles); the work is expected to be completed late next year. It is estimated that about 12,000 tons of coal a year will be saved by electric traction. Traffic on this line is heavy; about 3,000,000 ton-km. were operated last year.

Canadian Pacific Railway.—Gross earnings for September, 1942, were $22,114,000, an increase of $2,846,000, and expenses were $18,545,000, or $2,743,000 higher, and net earnings at $3,569,000 were $103,000 more than for September, 1941. For the first nine months of 1942 aggregate gross earnings amounted to $187,127,000, an increase of $28,670,000, and net earnings of $32,006,000 were $2,278,000 higher than for the first nine months of 1941.

Road Accidents in September, 1942.—The return issued by the Minister of War Transport of the number of persons reported to have died, or to have been injured, as the result of road accidents in Great Britain during the month of September last shows 553 deaths (compared with 769 in September, 1941), 3,186 seriously injured (compared with 4,113 in September, 1941), and 8,694 slightly injured (compared with 12,190 in September, 1941). Fewer persons were killed on the roads during September than in any month of September since the war commenced.

Institution of Civil Engineers.—Among the papers which are to be read before the Institution is one on February 9 on "Tunnel Linings with Special Reference to a New Form of Reinforced-Concrete Lining," by Mr. G. L. Groves, M.Inst.C.E. On November 17, a paper will be read before the Railway Engineering Division on "Railway Signalling and Communications," by Mr. A. E. Tattersall, M.I.E.E., and on January 19, by Mr. George Ellson, C.B.E., M.Inst.C.E., on "Modern Trend of Railway Engineering Practice." On February 23, Mr. A. S. Quartermaine, M.C., M.Inst.C.E., will read a paper on "Railway Construction in Great Britain under War Conditions."

Engineer Cadet Courses.—The Government announces the foundation of engineering cadetships leading to technical commissions in the Services, open to youths of between 16 and 19 years of age who left school before October last; are not employed in any branch of engineering; and have obtained qualifications of at least School Certificate standard with a credit in mathematics, or general science, or physics. Youths of 18 who have been called up may apply, and also those born in 1924 and still at school. Applications will be received by local offices of the Ministry of Labour & National Service, or by the Appointments Department of the Ministry, Sardinia House, London, W.C.2. The training courses will cover the basic engineering science required for the associate membership examinations of the Institutions of Mechanical and Electrical Engineers. Cadets who complete the course successfully will be exempted from sections A and B of the associate membership examination of the former institute. Duration of the course will be from about 18 to 24 months for youths of 18 and 19; and of about 2½ years for cadets of 17; those of 16 will receive preliminary training at an appropriate institution. The Govern-

British and Irish Railway Stocks and Shares

Stocks	Highest 1941	Lowest 1941	Prices Nov. 6, 1942	Prices Rise/Fall
G.W.R.				
Cons. Ord.	43¾	30¾	56	+ 2½
5% Con. Pref. ...	109½	83½	113	+ 1½
5% Red. Pref. (1950)	105½	96½	107	+ 1
5% Rt. Charge ...	129½	116	128	+ ½
5% Cons. Guar ...	128	110½	125½	+ ½
4% Deb.	113½	102½	—	—
4½% Deb.	115	105½	114½	+ 1
4½% Deb.	121½	112	117½	+ 1
5% Deb.	132	122	129½	+ 1
2½ Deb.	70	62½	—	—
L.M.S.R.				
Ord.	17½	11	26	+ 1½
4% Pref. (1923) ...	53	33½	62	+ 1
4% Pref.	68½	48½	75½	+ ½
5% Red. Pref. (1955)	97½	77	101½	+ 1
4% Guar.	100	85½	101½	+ ½
4% Deb.	105½	97	107	+ ½
5% Red. Deb. (1952)	110½	106½	108½	—
L.N.E.R.				
5% Pref. Ord. ...	3¾	2½	8½	+ 1½
Def. Ord. ...	2	1½	4½	+ ½
4% First Pref. ...	52½	33	61	+ 1½
4% Second Pref. ...	19½	10	30	+ 1½
5% Red. Pref. (1955)	79½	52	93½	+ 1
4% First Guar. ...	90½	74½	95½	+ ½
4% Second Guar. ...	80½	59	88	+ 1
3% Deb.	79½	68½	82½	+ 1
4% Deb.	104	91½	106	+ 1
5% Red. Deb. (1947)	106	102½	103½	—
4½% Sinking Fund Red. Deb.	103½	99 15/16	104½	—
SOUTHERN				
Pref. Ord.	65½	43½	75	+ 1
Def. Ord.	15½	9	22	+ 1
5% Pref.	107	77½	110	+ 1½
5% Red. Pref. (1964)	107	89½	—	—
5% Guar. Pref. ...	128	111	125½	+ ½
5% Red. Guar. Pref. (1957)	114½	107½	112½	+ 1
4% Deb.	112	102½	112	+ 3
5% Deb.	130½	119	—	—
4% Red. Deb. (1962-67)	108½	102	109	+ ½
4% Red. Deb. (1970-80)	108½	102½	108½	—
FORTH BRIDGE				
4% Deb.	99½	90½	107	—
4% Guar.	99	85½	103½	—
L.P.T.B.				
4½% "A"	120 10/16	109½	117½	+ 1
5% "A"	130½	115½	127½	+ 3
4½% "T.F.A." ...	103½	99½	101	—
5% "B"	117	102	117½	+ 2
"C"	46½	28½	55	+ 3½
MERSEY				
Ord.	24½	19½	25½	—
3% Perp. Pref. ...	58	51½	59	—
4% Perp. Deb. ...	100	90	100	—
3% Perp. Deb. ...	73½	63	78	—
IRELAND				
BELFAST & C.D.				
Ord.	4	4	9	—
G. NORTHERN				
Ord.	14½	3	29	—
G. SOUTHERN				
Ord.	14½	5	23	— 2
Pref.	17	10	28	—
Guar.	44	16	51½	— 1½
Deb.	61	42	70	—

OFFICIAL NOTICES

OFFICIAL ADVERTISEMENTS

OFFICIAL ADVERTISEMENTS intended for insertion on this page should be sent in as early in the week as possible. The latest time for receiving official advertisements for this page for the current week's issue is 9.30 a.m. on the preceding Monday. All advertisements should be addressed to :— *The Railway Gazette*, 33, Tothill Street, Westminster, London, S.W.1.

THE Directors of the BUENOS AYRES GREAT SOUTHERN RAILWAY COMPANY, LIMITED, hereby give notice that the Register of Debenture Stockholders of the Company will be closed from Friday, the 13th November, to Thursday, the 26th November, 1942, both days inclusive.

By Order of the Board,
N. F. E. GREY,
Secretary.

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ment will pay the necessary educational fees, and will allow each cadet a maintenance grant of £140 if he has to live away from home (in London, £160 a year), or of £75 if he lives at home (in London, £90 a year).

New Moscow Underground Line.—Reuters reports that construction is proceeding on a new underground line (about three miles in length) in Moscow.

Proposed New Danube Bridge.—Construction of a new bridge across the River Danube linking Roumania with Bulgaria is to begin next spring, according to a message from Sofia. This bridge, which is expected to take five years to build, will link Giurgiu (Giurgevo), the Roumanian river port some 40 miles south of Bulgaria, with Russe (Rouschouk), the Bulgarian grain port. The bridge is designed to accommodate a double line railway, a motor road, and a footpath.

Producer-Gas Filtration.—The Government improved emergency producer-gas plant incorporates a new type filter based on the design developed by the British Coal Utilisation Research Association and Imperial Chemical Industries Limited. Efficient gas filtration is very important and if the new system disposes of the outstanding difficulty of efficient gas filtration, both from the point of view of removal of harmful material from the producer gas and simplified means for maintaining the filter in good condition, it is held that a great technical advance will have been made.

Railway Freight Rebates.—The Railway Rates Tribunal will sit at 10.30 a.m. on November 24 at its office, Wellington House, 125-130, Strand, London, to review the operation of the Railway Freight Rebates Scheme for the year ended September 30, 1942. The railway companies have filed with the tribunal an application, which will be heard at the same time and place, that there shall be paid out of the Railway Rebates Fund in respect of administrative expenses for the period from October 1, 1942, to September 30, 1943, a sum equal to one per cent. of the aggregate estimated rate relief of the companies for that period. This sum would be exclusive of any payment out of the fund authorised by the Minister of War Transport under sub-section (3) section 2 of the Railway Freight Rebates Act, 1936. Notices of appearances and objections must be filed with the Registrar on or before November 20.

Royal Society of Arts.—An ordinary meeting of the Society will take place on February 10, 1943, when Mr. R. G. Glenday, M.A., LL.B., Barrister-at-Law, Economic Adviser, Federation of British Industries, will speak on "Location of Industry." At an ordinary meeting on March 17, 1943, Mr. W. P. Hildred, Director-General of Civil Aviation, will speak on "The Future of Air Transport." Captain the Rt. Hon. H. H. Balfour, M.C., M.P., Parliamentary Under-Secretary of State, Vice-President of the Air Council, will be in the chair.

B.S. Specification for Wrought Steel.—The British Standards Institution has published recently a revised issue of "B.S. 970 for Wrought Steels", which was issued originally in July, 1941. It is composed of a series of 58 specifications for wrought and alloy steels, known as the "En series," said to be adequate to cover all the general-engineering requirements of industry during the war emergency. In the early part of 1942 a direction was issued by the Iron & Steel Control stating that, for general-engineering purposes, all steels must comply with a reduced range of 44 steels selected from B.S. 970. When the latter first was issued, it was realised that an early review might be necessary as a result of experience gained in working to the "En series." The principal modifications now made comprise six additional specifications which are sub-divisions of existing steels; in one or two cases, typical chemical compositions within close limits, as alternatives to the present specifications (in such cases, requirements for the mechanical properties have not been included) ; and minor adjustments to some of the figures for chemical composition and mechanical properties. Copies of this revision may be obtained from the British Standards Institution, 28, Victoria Street, Westminster, S.W.1, price 5s. (5s. 5d. post free).

Canadian Gift to British Railwaymen.—Readers of the *Daily Mercury*, of Guelph, Ontario, have provided 40 mobile trailer-kitchen units for various organisations, and one of these was presented to the London Railway Canteens Association on November 3 by Lt.-Colonel D. C. Unwin Simson, representing the High Commissioner for Canada. Other officials present included representatives of the railway trade unions, Mr. W. E. C. Lazenby, representing the Railway Executive Committee, Capt. H. J. Duggan, M.P., Chairman of the London Railway Canteens Association, and Alderman Charles Dobbs, J.P., Mayor of Acton. The ceremony was held at the L.M.S.R. Motive Power Depot, Willesden, and a contingent of the L.M.S.R. Home Guard (Euston Battalion) formed the guard of honour. The unit is for use in the event of any of the railwaymen's canteens being damaged by enemy action. Readers of the *Daily Mercury* have raised over £12,000 for British war organisations. Some of this money has been donated to the Air Raid Distress Fund, some for the provision of recreational equipment for the National Fire Service, some to the Merchant Seamen's Fund.

Refreshment Facilities at York Station.—As a result of the "Baedeker" raid on York, fresh premises had to be found for the left-luggage office at York Station, L.N.E.R., and these were secured temporarily in the first class refreshment room. About six weeks ago it became possible for the left-luggage office to vacate the refreshment room and the latter has been redecorated; the long bar has been removed, and the room has been turned into a dining and tea room, with decorations carried out in a scheme of cream and the rather-sombre lighting of former days replaced by modern illumination. There is seating accommodation at small tables for about 100 people. The service rooms have been modernised to meet demands for quick service coupled with shortage of staff. Although the bar has gone, travellers who wish to obtain drinks other than tea or coffee with their meals will be able to do so, as the refreshment room next door, which also has undergone renovation, is accessible to the staff of waitresses serving the new premises. For the benefit of travellers awaiting trains the loudspeaker installation which operates on the platforms has been extended into all the refreshment rooms.

Contracts and Tenders

The Egyptian State Railways have recently placed the following orders :—

Ingersoll-Rand & Co. Ltd. : Pneumatic tools.
Director of Transportation, War Office : Drills.
Sentinel Waggon Works (1936) Limited : Roller bearings.
John Oakey & Sons Ltd. : Abrasive paper.
Arthur Balfour & Co. Ltd. : Saws.
Sanderson Bros. & Newbould Limited : Bandsaws.
Ibbotson Bros. & Co. Ltd. : Circular slitting saws.
Railway Signal Co. Ltd. : Signalling materials.
George Salter & Co. Ltd. : Spiral springs.

The Peruvian Corporation Limited has placed a contract for diesel-railcar spares for the Paita Railway with Walker Bros. (Wigan) Ltd. ; and also with the Hunslet Engine Co. Ltd. for diesel shunting engine spares for the Chimbote Railway of Peru.

British Equipment for South Africa

On his return to Johannesburg after his recent flying visit to Great Britain, the Hon. F. C. Sturrock, Minister of Railways & Harbours, Union of South Africa, announced that orders had been placed for 30 steam locomotives and 10 electric locomotives.

The order for the electric locomotives has been placed with the Metropolitan-Vickers Electrical Export Co. Ltd. They are to be four-axle double-bogie 3,000 volt d.c. electric locomotives of 1,200 h.p. destined for main-line service in Natal. They are similar in all respects to those previously supplied to the South African Railways, and will bring the total number of Metropolitan-Vickers electric units there up to 174. The mechanical parts of these locomotives will be constructed by Beyer, Peacock & Co. Ltd., acting as sub-contractor. We understand that the electrical and mechanical parts will be shipped separately and the locomotives erected in South Africa.

Railway Stock Market

Under the influence of the war news the stock and share markets have been active, and in most sections there has been a widespread rise in values, although main attention centred on equity securities, particularly those of industrial companies. In some directions the rise was followed by an increased amount of profit-taking. Nevertheless, gains on balance have been substantial in many instances. British Funds have been fairly steady, but main attention in the market has not centred on leading investment stocks. There was, however, a moderate but fairly general improvement in home railway prior charges; the favourable yields and good investment merits continued to attract steady demand. Increased buying of all classes of home railway securities is, of course, partly a reflection of the much more active conditions on the Stock Exchange in recent weeks. This activity has been further stimulated by the war news at the time of writing, but is based in a large measure on views current in the market as to conditions likely to rule in the post-war period. There is naturally always a marked tendency for market values of stocks and shares to be influenced by assumptions as to future possibilities and developments, and to discount the latter a very long way ahead. It must be admitted, however, that in many directions current market views do not appear to give full weight to the difficulties that will attach to the change-over from war to peacetime conditions. Nevertheless, just as the dividend prospects of home railway junior stocks appear to be more clearly defined than those of any other group of equity securities, so does their position in the immediate post-war period. The financial agreement with the Government is to run for at least one year after the termination of the war, and it would seem that it may very well continue in force until there is a final decision as to post-war reorganisation of transport. Despite the further rise in values, home railway junior stocks return very generous yields, and all points considered, it is hardly surprising there are anticipations that they still offer excellent scope for appreciation over a period. It must, of course, be expected that from time to time markets will fluctuate to some extent in accordance with the trend of war developments. Apart from the considerations mentioned above, and also the position of the railways as to war damage and other factors, there is general confidence that in any final post-war reorganisation of transport, the railways and their stockholders would receive fair and equitable treatment.

South American railway stocks have remained under the influence of the annual results of the Argentine companies and the statement at the Central Argentine meeting that, so long as the war lasts, there is little prospect of improvement in results. As to the post-war position, however, the Chairman referred to the prospects attaching to the vast accumulation of Argentine produce of which Europe is in dire need.

Among the gains shown in home railway stocks, Great Western have risen on balance from 55 to 56¾ at the time of writing; the guaranteed stock was higher at 126, as was the 5 per cent. preference at 113, and the 4 per cent. debentures were 113. L.M.S.R. ordinary improved from 25½ to 26¼, the 1923 preference to 62½, and the guaranteed stock to 101½. L.N.E.R. first preference was 1½ points better on balance at 61½, and the second preference 30¼, and the guaranteed stocks were also higher. L.N.E.R. preferred and deferred participated in the rise. Southern preferred at 75¼ more than held its recent gain; the deferred was 22½. London Transport rallied to 55¼. Although Argentine railway stocks were lower on balance, elsewhere, United of Havana debentures rose to 34½. French railway sterling bonds were marked up in price. Canadian Pacifics again improved.

Traffic Table and Stock Prices of Overseas and Foreign Railways

	Railways	Miles open 1941-42	Week Ending	Traffic for Week: Total this year	Traffic for Week: Inc. or Dec. compared with 1941	No. of Weeks	Aggregate Traffics to date: Totals: This Year	Aggregate Traffics to date: Totals: Last Year	Aggregate Traffics to date: Increase or Decrease	Shares or Stock	Prices: Highest 1941	Prices: Lowest 1941	Prices: Nov. 6, 1942	Yield % (See Note)
				£	£		£	£	£					
South & Central America	Antofagasta (Chili) & Bolivia	834	1.11.42	27,150	+ 7,240	44	938,820	848,230	+ 90,590	Ord. Stk.	10⅜	3⅛	12¼	Nil
	Argentine North Eastern ...	753	31.10.42	12,642	+ 2,058	18	242,142	215,814	+ 26,328	,,	6⅛	⅛	8½	Nil
	Bolivar	174	Sept., 1942	5,518	+ 1,381	40	40,709	34,854	+ 5,855	6 p.c. Deb.	5	5	18½	Nil
	Brazil	—	—	—	—	—	—	—	—	Bonds	8	2⅛	18½	Nil
	Buenos Ayres & Pacific ...	2,807	31.10.42	87,900	+ 8,700	18	1,529,940	1,378,800	+ 151,140	Ord. Stk.	7⅛	1½	5	Nil
	Buenos Ayres Great Southern	5,080	31.10.42	171,540	+ 32,400	18	2,386,740	2,269,380	+ 117,360	Ord. Stk.	10¼	3½	10	Nil
	Buenos Ayres Western ...	1,930	31.10.42	61,680	+ 5,640	18	889,500	886,620	+ 2,880	,,	9	2½	10¼	Nil
	Central Argentine	3,700	31.10.42	125,034	+ 12,366	18	2,179,851	1,986,117	+ 193,734	,,	8¼	2⅛	6½	Nil
	Do.	—	—	—	—	—	—	—	—	Dfd.	9½	½	4	Nil
	Cent. Uruguay of M. Video...	972	31.10.42	25,627	— 819	18	377,559	402,553	— 24,994	Ord. Stk.	9½	1	6	Nil
	Costa Rica	262	Sept., 1942	11,556	— 9,881	9	38,244	68,996	— 30,752	Stk.	15½	11½	15	Nil
	Dorada	70	Sept., 1942	19,300	+ 7,300	40	137,705	112,750	+ 24,955	1 Mc. Db.	97	97	88½	6½
	Entre Rios	808	31.10.42	18,762	+ 4,878	18	326,334	314,226	+ 12,108	Ord. Stk.	4	1	6	Nil
	Great Western of Brazil ...	1,030	31.10.42	18,500	+ 3,800	44	472,100	414,300	+ 57,800	Ord. Sh.	11/-	1/-	30/-	Nil
	International of Cl. Amer. ...	794	Sept., 1942	$324,553	— $42,878	37	$4,633,303	$4,257,101	+ $376,202	—	—	—	—	—
	Interoceanic of Mexico ...	—	—	—	—	—	—	—	—	1st Pref.	⅛	6d.	2	Nil
	La Guaira & Caracas... ...	22¾	Oct., 1942	8,570	+ 1,125	44	71,925	65,445	+ 6,480	5 p.c. Deb.	—	—	77½	—
	Leopoldina	1,918	31.10.42	36,580	+ 6,743	44	1,333,541	1,158,264	+ 175,277	Ord. Stk.	4	¼	5½	Nil
	Mexican	483	31.10.42	ps. 457,100	+ ps. 35,200	18	ps. 5,332,500	ps. 5,332,500	— ps. 339,000	,,	⅛	⅛	⅛	Nil
	Midland of Uruguay ...	319	Aug., 1942	10,196	— 2,774	9	22,810	27,480	— 4,670	—	—	—	—	—
	Nitrate	382	31.10.42	13,139	+ 5,325	28	164,010	122,844	+ 41,166	Ord. Sh.	66/-	1¼	76/-	3⅞
	Paraguay Central	274	30.10.42	$4,202,000	+ $416,000	18	$66,509,000	$60,478,000	+ $6,031,000	Pr. Li. Stk.	43	29	51½	11⅛
	Peruvian Corporation ...	1,059	Oct., 1942	85,746	+ 12,153	18	336,988	292,346	+ 44,642	Pref.	6½	1⅛	14¼	Nil
	Salvador	100	Sept., 1942	c 55,000	+ c 10,000	14	c 183,000	c 156,172	+ c 156,172	—	—	—	—	—
	San Paulo	153½	25.10.42	43,896	+ 12,359	43	1,577,703	1,580,655	— 2,952	Ord. Stk.	52	24½	58	3⅜
	Taltal	160	Sept., 1942	4,935	— 2,290	12	16,660	16,390	+ 270	Ord. Sh.	1	6/-	2	Nil
	United of Havana	1,346	31.10.42	45,732	+ 28,069	18	715,656	341,976	+ 373,680	Ord. Stk.	2⅛	⅛	6½	Nil
	Uruguay Northern	73	Aug., 1942	1,072	— 262	9	2,214	2,690	— 476	—	—	—	—	—
Canada	Canadian Pacific	17,049	31.10.42	1,513,200	+ 21,000	44	41,858,200	36,006,800	+ 5,978,400	Ord. Stk.	13⅛	7⅛	15	Nil
India†	Barsi Light	202	July, 1942	23,685	+ 8,903	17	63,285	67,635	— 4,350	—	—	—	—	—
	Bengal & North Western ...	2,090	July, 1942	261,600	— 5,267	18	1,080,300	1,092,128	— 11,828	Ord. Stk.	345	253	358½	5
	Bengal-Nagpur	3,267	20.6.42	284,100	+ 31,301	11	2,271,525	2,107,876	+ 163,649	,,	101	95⅜	98	4⅛
	Madras & Southern Mahratta	2,939	31.7.42	341,625	+ 133,549	18	2,714,939	2,473,086	+ 241,853	,,	105 7/16	101½	101	7⅛
	Rohilkund & Kumaon ...	571	Sept., 1942	50,850	+ 6,416	27	352,317	367,725	— 15,408	,,	342	290	357½	4⅛
	South Indian	2,402	20.6.42	179,171	+ 43,616	12	1,376,295	1,113,057	+ 263,238	,,	100	87	100	4⅛
Various	Beira	204	Aug., 1942	82,089	—	48	825,692	—	—	—	—	—	—	—
	Egyptian Delta	607	20.9.42	10,313	+ 1,106	27	186,515	123,411	+ 63,104	Prf. Sh.	1⅛	29/-	3⅜	Nil
	Manila	—	—	—	—	—	—	—	—	B. Deb.	68	45	37⅛	9⅛
	Midland of W. Australia ...	277	Aug., 1942	28,739	+ 8,731	4	56,608	38,657	+ 7,951	Inc. Deb.	90½	86½	92½	6
	Nigerian	1,900	25.7.42	70,391	+ 19,240	18	924,271	910,397	+ 13,914	—	—	—	—	—
	Rhodesia	2,442	Aug., 1942	540,350	—	48	5,371,799	—	—	—	—	—	—	—
	South Africa	13,291	12.9.42	843,951	+ 46,083	26	18,510,219	17,603,801	+ 373,680	—	—	—	—	—
	Victoria	4,774	July, 1942	1,311,554	+ 364,838	4	—	—	—	—	—	—	—	—

Note. Yields are based on the approximate current prices and are within a fraction of ⅛ † Receipts are calculated @ 1s. 6d. to the rupee Argentine traffics are given in sterling calculated @ 16⅛ pesos to the £ § ex dividend